

RAILWAY RETURNS.

RETURNS OF THE CAPITAL, TRAFFIC, RECEIPTS,

AND

WORKING EXPENDITURE

OF THE

RAILWAY COMPANIES

OF THE

UNITED KINGDOM

For the Year 1902

(Pursuant to the Act 34 & 35 Vict. cap. 78),

WITH A GENERAL REPORT THEREON AND SUMMARY TABLES
FOR A SERIES OF YEARS.

Presented to both Houses of Parliament by Command of His Majesty.



LONDON:

PRINTED FOR HIS MAJESTY'S STATIONERY OFFICE,
BY WYMAN & SONS, LIMITED, FETTER LANE, E.C.

And to be purchased, either directly or through any Bookseller, from
EYRE AND SPOTTISWOODE, EAST HARDING STREET, FLEET STREET, E.C., and
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1903.

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Commercial, Labour, and Statistical Department,

Board of Trade,

July, 1903.

GENERAL REPORT.

TO THE SECRETARY OF THE BOARD OF TRADE.

SIR,

The Returns relating to the capital, traffic, receipts, and expenditure of the railway companies of the United Kingdom for 1902 being now complete, I am enabled to present to you the usual annual Report upon the matter contained therein.

The Report, which has hitherto been published separately, is this year for the first time combined in one volume with the Returns, to which it now serves as an introduction. This course has been decided upon because it was felt that the interest of the Report was much diminished by its being published *after* the Returns, generally at an interval of several months. It has also been found possible this year to publish the present combined volume at about the same date as that on which, as a rule the Returns alone have hitherto been published.

With a view to providing the public with earlier information on railway matters than can be given in the detailed Returns, it has been decided to publish, as early as possible in each year, a PRELIMINARY STATEMENT of the more important particulars of railway capital, traffic, receipts, and expenditure for the preceding year (the figures given being of necessity provisional only), with comparative figures for the two previous years. The "Preliminary Statement" for 1902 was accordingly issued early in May of the present year.

The consolidation of the two publications relating to the railway statistics of the United Kingdom has rendered advisable a certain amount of modification and re-arrangement of the tables.

It is now proposed to refer to various points of interest that appear on a comparison of the particulars given for 1902 with those given for 1901 and previous years.

Capital.

Turning first to the figures relating to capital, the following statement shows the amounts returned as paid-up at the end of 1902, distinguishing between "Ordinary," "Guaranteed and Preference," and "Loans and Debenture Stock," and showing separately the amounts by which each description has been swollen by merely nominal additions:—

	Ordinary Stock.	Guaranteed and Preference Stock.	Loans and Debenture Stock.	Total.
	Million £.	Million £.	Million £.	Million £.
"Paid-up" capital - - -	461.9	430.8	324.1	1,216.8
Amount included in above, representing nominal additions on the consolidation, conversion, and division of stocks -	Million £. 85.7	Million £. 60.0	Million £. 43.7	Million £. 189.4

It appears from this statement that the total amount of capital returned as paid up at the close of 1902 was approximately 1,217 million pounds, of which over 189 millions, or nearly 16 per cent., was due to nominal additions of the nature stated in the table. The nominal additions formed 18½ per cent. of the ordinary stock and 14 per cent. of the "guaranteed and preference" stocks and 13½ per cent. of the "loans and debenture" stock.

Comparing the total amounts of capital at the end of 1902 with the corresponding amounts at the end of 1901, it will be remarked that there was an increase of about 7½ millions in the ordinary, of 5½ millions in the guaranteed and preference, and of 8 millions in the loans and debenture stock, making a total increase of 21½ millions. The proportions which these various classes of stock bore to the total paid-up capital differed but slightly from those that had obtained at the end of the previous year, the ordinary stock forming 38 per cent., the guaranteed and preference 35 per cent., and loans and debenture stock 27 per cent. of the total.

It may, perhaps, be of interest to refer at this point, as has been done in previous years, to the Table now appearing as Summary Table No. 8, which shows the average rates of dividend or interest paid on each description of capital during the last ten years. The figures given in this table have been computed from the rates returned by the Companies as having been paid, and the amounts of capital to which each rate applied. As has been pointed out in former reports, the amounts arrived at in this way are somewhat in excess of the real amounts, owing to some companies having invested a portion of their capital in the stocks and shares of other companies, and also to dividends having been paid in some instances for a portion of a year only. The extent of this excess is, however but small, as will be seen by comparing the computed average rate of interest with the proportion borne by the actual net earnings to the total capital. The former figure was 3·45 per cent.; the latter 3·42 per cent. in 1902. The difference between these two figures in 1902 was therefore only 0·03 per cent. On the whole paid-up capital of 1,217 millions this represents a difference of £365,000. It appears, therefore, that the average dividends paid on the various classes of stock in 1902 may be roughly put at 3½ per cent. on the ordinary, 3½ per cent. on the guaranteed and preference capital, and 3½ per cent. on loans and debenture stock. In 1901 the corresponding dividends were about 3 per cent. on ordinary, 3½ per cent. on guaranteed and preference, and 3½ per cent. on loans and debenture stock.

As pointed out in a note to Table No. 8, however, these rates are naturally lower than they would have been had there been no "nominal additions" to the capital of the companies.

Traffic and Receipts therefrom.

The following statement shows the gross receipts of the companies in 1902 and 1901 from passenger and goods traffic:—

Receipts from—	1902.	1901.	Increase.	
			Amount.	Per Cent.
	Million £.	Million £.	Million £.	
Passenger traffic	47·4	46·5	0·8	1·6
Goods traffic	54·7	53·0	1·7	3·2
Total	102·1	99·6	2·5	2·5

The above statement does not include receipts from miscellaneous sources, such as steamboats, canals, docks, rents, tolls, hotels, etc.

The figures given show, as compared with the year 1901, an appreciable increase in the receipts both from passenger and from goods traffic. In the result the total receipts from the passenger and goods traffic combined have increased by about 2½ millions sterling, and they now for the first time exceed 100 millions sterling.

Passenger Traffic.

Turning to the details of the traffic receipts, the first point to which reference should be made is the following statement, showing the receipts from each class of passenger traffic in the last two years :—

Receipts from—	1902.	1901.	Increase.	
			Amount.	Per Cent.
Ordinary passengers :—	£.	£.	£.	
First class	3,509,000	3,321,000	38,000	1·1
Second class	3,390,000	3,102,000	128,000	6·3
Third class	29,064,000	23,900,000	154,000	0·5
Season-ticket holders	3,714,000	3,573,000	141,000	3·9
Excess luggage, mails, parcels, carriages, horses, dogs, &c.	2,770,000	2,334,000	236,000	3·1
Total	47,393,000	46,630,000	763,000	1·6

As regards ordinary passengers, both the absolute and the proportionate increase in receipts are greatest in the case of second-class passengers, though the expansion in this branch of the traffic is not quite so great in proportion as it has been in some recent years.

The increase in the number of ordinary second-class passenger journeys, however, amounting to $3\frac{1}{2}$ millions, is the greatest that has taken place since 1871.

The following is a comparison of the numbers of ordinary passengers of each class (exclusive of season-ticket holders) carried by the companies during each of the last two years :—

—	1902.	1901.	Increase.	
			Number.	Per Cent.
Ordinary passengers :—	No.	No.		
First class	34,382,000	34,622,000	360,000	1·0
Second class	72,612,000	68,555,000	3,787,000	5·6
Third class	1,080,635,000	1,066,915,000	11,705,000	1·1
Total	1,188,219,000	1,172,396,000	15,823,000	1·3

The largest proportionate increase is that in the number of second-class passengers carried, which more than counterbalances the decrease shown in this branch of traffic in 1901. Even in that year the decrease in the numbers was accompanied by a substantial increase in the receipts from second-class passengers, and, except in that year, both the numbers of second-class passengers and the receipts therefrom have increased rapidly since 1895, the year when this branch of the passenger traffic reached its lowest point. In commenting upon similar increases in previous Reports, it has been remarked that the proportionate increase in the receipts exceeded that in the numbers, and it has been inferred from this circumstance that the increase in second-class passengers was especially in those travelling considerable distances. This inference is borne out by an examination of the average receipts per passenger in each class, as shown in the following statement :—

AVERAGE RECEIPTS per PASSENGER (excluding Season-Ticket Holders).

Class of Passenger.	1885.	1895.	1897.	1898.	1899.	1900.	1901.	1902.
First class	d.	d.	d.	d.	d.	d.	d.	d.
Second class	21·3	24·0	23·7	23·3	25·6	26·0	24·4	24·4
Third class	7·9	8·2	8·6	9·4	9·8	10·4	10·8	10·9
All classes	6·3	6·7	6·5	6·5	6·9	6·9	6·5	6·5
	7·4	7·3	7·3	7·3	7·3	7·3	7·3	7·3

Thus the average receipts from each second-class passenger have increased over the above series of years, from 8d. to 11d. approximately; while over the same period the receipts from other classes of passengers have remained practically stationary. It would appear that from 1895 to 1898 the increase in second-class receipts was to some extent at the expense of the first-class; whereas since 1898 the average receipts from first-class passengers have also increased.

There was in the year 1902, as compared with the previous year, but a small increase in the number of third-class passengers carried; indeed, it is necessary to go back as far as the year 1893 to parallel the small increase in the number of third-class passengers, and to the year 1885 (in which year there occurred an actual decrease) to parallel the small increase in the receipts therefrom. The smallness of the increase in third-class passengers may no doubt be owing in some measure to the competition of tramways, as may be gathered from the following comparative statement:—

Years.	Third Class Railway Passengers. (Years ended 31st December.)	Tramway Passengers.* (Years ended 30th June.)
	Number.	Number.
1895 - - - - -	841,213,000	441,740,000
1901 - - - - -	1,068,919,000	1,198,327,000
1902 - - - - -	1,050,625,000	1,394,453,000
Increase in 1902 over 1901	11,706,000	196,226,000

It will be seen from the foregoing that the increase shown in the number of tramway passengers, during the last twelve months for which returns are available, has been nearly seventeenfold the increase in the number of third-class railway passengers.

The receipts from season-ticket holders increased in the year 1902 as compared with the previous year by 140,000*l.*, or 3.9 per cent. First-class season-ticket holders contributed 1,397,000*l.*, second-class season-ticket holders 1,100,000*l.*, and third-class season-ticket holders 1,216,000*l.*; as against 1,364,000*l.*, 1,072,000*l.*, and 1,137,000*l.* respectively in 1901. The increase has therefore been 33,000*l.* in the case of first-class, 28,000*l.* in the case of second-class, and 79,000*l.* in the case of third-class season tickets: the relatively large increase in the third-class has been a marked feature in the season-ticket receipts since the year 1899.

The following statement shows the result after combining these receipts with those from the ordinary passengers of each class:—

RECEIPTS FROM FIRST, SECOND, AND THIRD CLASS ORDINARY PASSENGERS AND SEASON-TICKET HOLDERS.

Receipts from—	1902.	1901.	Increase.	
			Amount.	Per Cent.
Ordinary and season-ticket passengers:—	<i>£.</i>	<i>£.</i>	<i>£.</i>	
First class - - - -	4,957,000	4,885,000	72,000	1.5
Second class - - - -	4,396,000	4,174,000	222,000	5.3
Third class - - - -	30,370,000	30,037,000	333,000	0.8
Total - - -	39,623,000	39,096,000	527,000	1.3

It will be seen that the effect of including the receipts from this source is to reduce slightly the rate of increase of the second-class receipts, and to add slightly to the rate of increase of the first and third class receipts.

All the Companies have this year made returns showing the number of season-ticket holders of each class, as well as the receipts therefrom. The numbers so returned have been calculated on a uniform basis, the Companies having now in each case divided the number of season-tickets issued for periods of less than a year by the number of such periods in a year, and returned the quotient as the equivalent number of annual season-tickets. The number so returned for the year 1902

* The figures with regard to the number of Tramway Passengers in each year from 1897-1901 will be found on page 217 of the "Statistical Abstract for the United Kingdom" (Vol. LXXX of 1902). The figure for the year ended 30th June, 1902, as supplied to the Board of Trade by the Tramway Companies will be found in the "Tramways (Street and Road) Returns" House of Commons Paper, No. 307, Sess. 1902.

is therefore not comparable with the "number of season-ticket holders" given in previous returns, which included on the same footing tickets issued whether for a week or for a month or for a year.

Goods Traffic.

The following are the figures of the receipts from each branch of the goods traffic of the companies in 1902 and 1901 :—

Receipts from—	1902.	1901.	Increase.	
			Amount.	Per Cent.
	£.	£.	£.	
Mineral traffic - - - -	23,484,000	23,227,000	1,257,000	5.7
General Merchandise traffic - - -	28,702,000	29,383,000	818,000	1.1
Live stock - - - -	1,484,000	1,355,000	129,000	9.5
Total - - -	54,669,000	53,965,000	1,704,000	3.2

The receipts from each branch of goods traffic in the year 1902 are the largest ever recorded, the increase in the mineral and in the live stock traffic being especially noteworthy in view of the actual decreases sustained in these branches of traffic in 1901.

The following table shows the tonnage of minerals and general merchandise conveyed during each of the last two years :—

	1902.	1901.	Increase (+) or Decrease (-).	
			Amount.	Per Cent.
	Million Tons.	Million Tons.	Million Tons.	
"Minerals" conveyed - - -	320.1	298.0	(+) 22.1	(+) 7.4
"General merchandise" conveyed -	116.5	117.9	(-) 1.4	(-) 1.2
Total - - -	436.6	415.9	(+) 20.7	(+) 5.0

It will be observed that, as in the preceding year, general merchandise has decreased slightly in quantity, while the receipts therefrom have slightly increased. On the whole, however, the merchandise traffic, in respect both of quantity and of receipts, may be said to have remained stationary since 1899. The weight of minerals, on the other hand, has increased; and it has done so at an even greater rate than the receipts therefrom.

The volume of the production and of the export of coal have an important bearing on the railway receipts from mineral traffic, and the principal figures relating thereto are therefore quoted here, as in previous Reports. It will be observed that the production of coal has increased fairly in correspondence with the increase in the railway receipts from mineral traffic.

Quantity of	1902.	1901.	Increase.	
			Amount.	Per Cent.
	Tons.	Tons.	Tons.	
Coal raised - - - -	227,095,000	219,047,000	8,048,000	3.7
Coal brought to London by railway † - - -	7,408,000	7,400,000	8,000	1.3
Coal shipped coastwise ‡ - -	19,315,000	17,963,000	1,352,000	7.6
Coal exported abroad - -	* 43,159,000	* 41,877,000	1,282,000	3.1
Coal shipped for their own use by steamers engaged in the foreign trade - - -	15,147,000	13,587,000	1,560,000	11.5

* Excluding coal shipped for their own use by steamers engaged in the foreign trade.

† From information specially returned to the Board of Trade by the Railway Companies.

‡ From information specially supplied to the Board of Trade by the Commissioners of Customs.

Train Mileage.

No figures with regard to the average load of passenger or goods trains have, so far as is known, been compiled systematically by the majority of the railway companies; the following figures, however, showing the number of miles travelled by passenger and goods trains during 1901 and 1902 are, when taken together with the figures already quoted with regard to weight of goods carried and receipts therefrom, indicative of an increase in the average load of goods trains:—

	Passenger Trains.	Goods Trains.	Total (Including Mixed Trains).
	Million Miles.	Million Miles.	Million Miles.
1902 - - - - -	228.3	169.7	398.0
1901 - - - - -	224.1	173.1	397.2
Increase (+) or Decrease (—) { Mileage - - { Per cent. - -	(+) 4.2 (+) 1.9	(-) 3.4 (-) 2.0	(+) 0.8 (+) 0.2

It will be observed that the goods train mileage has decreased, while at the same time there has been a considerable increase in the receipts from minerals as well as in the tonnage of minerals conveyed. (The tonnage of general merchandise, as already remarked, has suffered a slight diminution.) The increase in passenger train mileage, on the other hand, is somewhat greater than the increase already noticed in the number of passengers conveyed and in the receipts derived therefrom. This is clearly brought out in the following statement:—

			Per Cent.
Increase in ordinary passenger journeys in 1902 compared with 1901 - - - - -	-	-	1.3
Increase in passenger train mileage	ditto	ditto	1.9
Increase in receipts from passenger traffic	ditto	ditto	1.6
Increase in tonnage of goods conveyed in 1902 compared with 1901 - - - - -	-	-	5.0
Decrease in goods train mileage	ditto	ditto	2.0
Increase in receipts from goods traffic	ditto	ditto	3.2

It will be seen, on referring to Summary Table No. 17, that the receipts from passenger and goods traffic per train mile amounted to 61.27d., or upwards of 1½d. more than in 1901. The increase in this respect, especially in the case of goods trains, in the last four years, contrasts favourably with the comparative want of elasticity of the previous years, and it is to be remarked that last year's increase in goods-train receipts considerably exceeded the total increase in that branch during the two preceding years.

The following statement shows the average receipts per train mile, distinguishing goods and passenger trains, during each of the last 6 years:—

Year.	Receipts per Train Mile.		
	From Passenger Traffic.	From Goods Traffic.	From Passenger and Goods Traffic.
	d.	d.	d.
1897	48.00	70.04	57.66
1898	48.00	69.68	57.48
1899	48.36	70.29	58.08
1900	48.08	71.06	59.01
1901	49.61	73.25	59.92
1902	49.50	77.08	61.27

Working Expenditure.

In the year 1902 there was an increase in working expenditure amounting to 350,000*l.* Compared with the enormous increases in working expenditure which occurred in 1897-1900, this increase is relatively insignificant; it was at the same time so greatly exceeded by the increase in the receipts that the proportion of working expenses to gross receipts fell from 63 to 62 per cent. The following table shows the working expenses for the last ten years:—

Year.	Total Working Expenses.	Increase.		Proportion Working Expenses bore to Gross Receipts.
		Amount.	Per Cent.	
	Million £.	Million £.		Per Cent.
1893 - - - -	45.70	—	—	57
1894 - - - -	47.21	1.51	3.3	56
1895 - - - -	47.88	0.67	1.4	56
1896 - - - -	50.19	2.31	4.8	56
1897 - - - -	53.08	2.89	5.8	57
1898 - - - -	55.96	2.88	5.4	58
1899 - - - -	60.00	4.13	7.4	59
1900 - - - -	64.74	4.65	7.7	62
1901 - - - -	67.49	2.75	4.2	63
1902 - - - -	67.84	0.35	0.5	62

Attention was drawn in the Report for the year 1901 to the new system adopted in that year for calculating the receipts of railway companies from hotels owned by them. The *gross* receipts and the *gross* expenditure of all companies on account of hotels were first shown in that year, several companies having previously shown only the *net* receipts. The effect of the alteration made was to swell both the gross receipts and the gross expenditure for 1901 as compared with previous years by about one million sterling. The net receipts were, of course, not affected by the change, and the proportion of working expenses to gross receipts was also practically unaffected. The figures given for the years 1901 and 1902 are however strictly comparative in all particulars.

The following is a comparison for 1901 and 1902 of the gross amounts of the expenses of the companies under the four principal heads, these heads covering the bulk of the expenses connected with the actual working of the lines, whilst they are at the same time also those chiefly influenced by variations in the charges for wages, fuel, and materials:—

	1902.	1901.	Increase (+) or Decrease (-)
	Million £	Million £	Million £
Maintenance of way, works, and stations - -	10.20	9.92	(+) 0.28
Locomotive power - - - - -	18.71	19.53	(-) 0.82
Repairing and renewing carriages and waggons -	5.51	5.36	(+) 0.15
Traffic expenses - - - - -	30.19	19.86	(+) 0.33

It will be observed that the expenditure under the head of locomotive power has decreased by the considerable sum of 820,000*l.*, or at the rate of 4.2 per cent., while the train mileage has, as already shown, remained practically stationary. The other three principal heads of expenditure (traffic expenses; maintenance of way, works, and stations; and repairing and renewing carriages and waggons) have each increased though in a very small proportion. In these four principal heads of expenditure, taken together, there was a net decrease of 60,000*l.* Of the remaining heads of expenditure, the increase in the miscellaneous expenditure amounted to 199,000*l.* The other principal item is the increase of 248,000*l.* in rates and taxes. This increase continues a movement which has now been in progress for some years, and

which has moreover been commented upon in former Reports. It may sufficiently direct attention to the increasing pressure of this item of expense to quote here the amounts paid by the Railway Companies under this head year by year since 1893 :—

Year.					Total Amount of Rates and Taxes.	Increase compared with previous year.
					£	£
1893	-	-	-	-	2,588,000	—
1894	-	-	-	-	2,816,000	228,000
1895	-	-	-	-	3,011,000	195,000
1896	-	-	-	-	3,140,000	128,000
1897	-	-	-	-	3,294,000	154,000
1898	-	-	-	-	3,425,000	131,000
1899	-	-	-	-	3,582,000	157,000
1900	-	-	-	-	3,737,000	175,000
1901	-	-	-	-	3,880,000	223,000
1902	-	-	-	-	4,228,000	248,000

There has thus been in the nine years a total increase of 1,640,000*l.* in this one minor item. As compared with the 1893 total, the sum paid by the Railway Companies under the head of rates and taxes shows an advance of no less than 63 per cent.

As in previous years, an examination has been made of the accounts rendered to their shareholders by the principal companies, in order to arrive at the effect of variations in the cost of materials, and in the extent of the wages bill, on the increase in expenditure. The information which has been compiled from these accounts is given in Appendix C, and as the total working expenditure of the fifteen companies for which particulars are there given amounts to approximately 84 per cent. of the total working expenditure of all the companies during the year, it may be assumed that the expenditure of these fifteen principal companies is fairly representative of the whole. For these fifteen companies, then, the following figures will show the cost of coal and materials used in the working and repair of engines :—

					Expenditure on Coal and Coke.	Expenditure on Materials in Locomotive Repairing Department.
					£	£
In 1893	-	-	-	-	3,192,000	1,260,000
" 1894	-	-	-	-	3,052,000	1,370,000
" 1895	-	-	-	-	2,982,000	1,363,000
" 1896	-	-	-	-	2,832,000	1,403,000
" 1897	-	-	-	-	3,031,000	1,498,000
" 1898	-	-	-	-	3,493,000	1,585,000
" 1899	-	-	-	-	4,278,000	1,781,000
" 1900	-	-	-	-	5,987,000	1,999,000
" 1901	-	-	-	-	5,989,000	2,002,000
" 1902	-	-	-	-	5,042,000	2,152,000

The figures relating to the cost of materials used in the maintenance of permanent way and in the repair and renewal of carriages and waggons, though given in the Appendix, are not quoted here, as undoubtedly much variation exists in the amounts of expenditure which individual companies may find it requisite to incur for these purposes in particular years. It will be seen, however, from the figures above quoted,

that there was a continuous reduction in the cost of fuel in the four years from 1893 down to 1896, although there was during the same period a general increase in train mileage.

From 1896 to 1901 the expenditure on coal and coke increased yearly, the expenditure in 1901 being more than double that of 1896.

In 1902 this item of expenditure fell to 5,042,000*l.*, a decline of 947,000*l.*, or nearly 16 per cent., as compared with the previous year, while the amount of fuel consumed by locomotives increased at the same time by 2·8 per cent.

As some indication of the course of prices in recent years, and of the general fall in price that took place in 1901 and again in 1902, the following statement with regard to coal, and iron and steel rails, will be of interest. It is, of course, to be understood that the figures quoted in the case of coal relate to all descriptions of coal, and not alone to those kinds which are used particularly for railway locomotive purposes:—

Years.	Approximate Price of Coal at the Mines, according to the "Mineral Statistics."	Average Export Prices, computed from the Quantities and Declared Values of the Exports	
		Of Coal.	Of Iron and Steel Rails.
	Per Ton.	Per Ton.	Per Ton.
1893	6 <i>s.</i> 9½ <i>d.</i>	9·77 <i>s.</i>	4·15 <i>l.</i>
1894	6 <i>s.</i> 7½ <i>d.</i>	10·41 <i>s.</i>	3·60 <i>l.</i>
1895	6 <i>s.</i> 0½ <i>d.</i>	9·21 <i>s.</i>	3·83 <i>l.</i>
1896	5 <i>s.</i> 10½ <i>d.</i>	8·73 <i>s.</i>	4·46 <i>l.</i>
1897	5 <i>s.</i> 11 <i>d.</i>	8·82 <i>s.</i>	4·61 <i>l.</i>
1898	6 <i>s.</i> 4½ <i>d.</i>	9·79 <i>s.</i>	4·57 <i>l.</i>
1899	7 <i>s.</i> 7 <i>d.</i>	10·53 <i>s.</i>	4·90 <i>l.</i>
1900	10 <i>s.</i> 9½ <i>d.</i>	16·52 <i>s.</i>	6·33 <i>l.</i>
1901	9 <i>s.</i> 4½ <i>d.</i>	113·73 <i>s.</i>	5·86 <i>l.</i>
1902	1 <i>s.</i> 2½ <i>d.</i>	112·19 <i>s.</i>	5·44 <i>l.</i>

† The export price of coal includes, from the 16th April, 1901, the Export Duty of 1*s.* per ton.

‡ From information specially supplied to the Board of Trade by the Home Office.

The foregoing table shows that during the last two years there has been some considerable fall in general prices of both coal and iron, but it will be observed that in neither case was the extent of the fall sufficient to bring prices back to the level of 1899, much less to that of the years 1895-7.

It is of interest to compare the number of train miles run with the quantity of fuel consumed for locomotive purposes, and also with the cost of fuel to the companies. The following table shows the annual percentage increases or decreases which have occurred in these figures year by year since 1897, that being the first for which the record of the quantities of fuel consumed was obtained from the companies:—

Years.	Increase (+) or Decrease (—) As compared with the previous year.		
	In Total Train-Mileage.	In quantity of fuel consumed for locomotive purposes (by all Railway Companies)*.	In Cost of Fuel (to fifteen Principal Railway Companies).
	Per Cent.	Per Cent.	Per Cent.
1898	(+) 3·4	(+) 7·5	(+) 15·3
1899	(+) 4·2	(+) 7·0	(+) 22·5
1900	(+) 1·9	(+) 5·0	(+) 39·9
1901	(—) 0·8	(—) 1·6	(+) 0·03
1902	(+) 0·3	(+) 2·8	(—) 15·8

* The figures with regard to quantity of fuel consumed in each of the years 1897-1901 are to be found on page 42 of "Coal Tables, 1902" (Parl. Paper No. 325 of Session 1902). The figure for 1902 has been specially supplied to the Board of Trade by the Railway Companies.

The figures from which these percentages are deduced are not stated in the table, for the reason that those relating to the cost of fuel are derived from the expenditure of fifteen selected companies only, while the other percentages are based on the totals for all the companies.

A comparison of the first two columns in the above table shows that for the first three years the percentage increase in the quantity of fuel consumed was greater than the percentage increase in train mileage, a fact which is no doubt explained by the tendency to increase train loads and the consequent employment of heavier and more powerful locomotives. In 1901, however, the reduction in the quantity consumed was actually larger than that in the train mileage, but in 1902 the percentage increase was again greater than that in the train mileage.

The third column of the statement, when taken in connection with the second, brings out very distinctly the burden imposed upon the companies by the high prices of coal that ruled during the years 1898-1901.

As regards the expenses incurred in the payment of wages, the following figures, which relate to the fifteen principal Railway Companies of the United Kingdom, are taken from the table in the Appendix above referred to:—

	In Locomotive Department.		In Traffic Department.
	Working of Engines.	Repairing and Reversing Engines.	
	£.	£.	£.
In 1893 - - -	3,707,000	1,594,000	9,481,000
" 1894 - - -	3,882,000	1,678,000	9,760,000
" 1895 - - -	3,963,000	1,652,000	9,980,000
" 1896 - - -	4,148,000	1,752,000	10,383,000
" 1897 - - -	4,427,000	1,804,000	11,050,000
" 1898 - - -	4,627,000	1,878,000	11,686,000
" 1899 - - -	5,047,000	1,968,000	12,320,000
" 1900 - - -	5,282,000	2,058,000	12,802,000
" 1901 - - -	5,259,000	2,106,000	13,099,000
" 1902 - - -	5,351,000	2,219,000	13,352,000

On the assumption that the expenses of the smaller companies on account of wages showed the same tendency to increase as those of the larger, the following comparative statement may be given:—

	Per Cent.
Work done in 1902 as compared with 1901—	
Increase in number of ordinary passengers conveyed - -	1.3
Increase in tonnage of goods carried - - - - -	5.0
Increase in total train mileage - - - - -	0.2
Cost for wages in 1902 compared with 1901—	
Increase in locomotive department - - - - -	1.4
Increase in traffic department - - - - -	1.9
Increase in the two departments taken together - - -	1.7

In the figures already given (*see* page xi) which show the total expenditure of the companies, all branches of expenditure were included; for certain purposes, however, more especially for showing the expenditure per train mile

and per mile of railroad open, it is desirable to exclude the expenditure of railway companies on steamboats, docks, harbours, and canals. In Summary Table No. 15 a total is therefore given which shows the expenditure of the companies exclusive of Steamboat, Dock, Harbour and Canal Expenditure. The expenditure per train mile and per mile of open railway under each head except steamboat, etc., is shown in Table No. 18. The results per train mile run for the years 1901 and 1902 are summarised in the following statement :—

Expenditure on account of—	Cost per Train-mile.		Increase (+) or Decrease (–) in 1902.
	1901.	1902.	
	d.	d.	d.
Maintenance of way - - - -	6.12	5.97	+0.15
Locomotive power - - - -	11.23	11.75	-0.52
Rolling stock - - - -	3.31	3.23	+0.08
Traffic expenses - - - -	12.12	11.95	+0.17
General charges - - - -	1.54	1.51	+0.03
Rates and taxes - - - -	2.53	2.39	+0.14
Government duty* - - - -	0.23	0.22	+0.01
Compensation :			
To Employees - - - -	0.09	0.09	—
Personal injuries to passengers - -	0.08	0.09	-0.01
Damage to goods - - - -	0.29	0.33	-0.04
Legal and Parliamentary expenses - -	0.19	0.19	—
Miscellaneous - - - -	1.09	1.04	+0.05
Total (exclusive of expenditure on steamboats, docks, harbours and canals) ...	38.81	38.76	+0.05

* For Great Britain only. The railway passenger duty is not charged in Ireland.

The above table shows that the total cost per train-mile has remained practically stationary. On examining the various items of expenditure in detail, however, it will be seen that the cost of locomotive power has decreased by about $\frac{1}{2}$ d. per train-mile, while, on the other hand, there has been a slight increase in almost all the other items.

The usual calculation respecting the expenditure per train mile of some of the principal companies will be found in Table No. 20 (*see* page xlii). The total result of the year's working has been to reduce the proportion of working expenses to gross receipts from 64 to 62 per cent. In view of the great fall in the price of coal since 1900, however, some such proportionate reduction in working expenditure was to be expected; and the actual proportion of working expenditure for 1902 is still considerably above the 56 per cent. of 1896, and even the 59 per cent. of 1899.

Net Earnings and Dividends.

As regards the question of the actual net earnings of the companies in 1902, the total gross receipts (including $7\frac{1}{2}$ millions sterling received from Steamboats, canals, hotels and other miscellaneous sources) amounted in the year 1902 to 109,470,000*l.*, and the total working expenditure, as already stated, to 67,840,000*l.* The net receipts therefore amounted to 41,630,000*l.*, as against 39,670,000*l.* in the previous year. The resulting increase in the proportion of net earnings to capital was from 3.27 per cent. in 1901 to 3.42 per cent. in 1902, or practically the same figure as in 1900. At the same time the amount of paid-up capital was increased during the year by about 21½ millions (1½ per cent.). As has been already pointed out, the average rates of dividend paid on loans and debenture stock and on guaranteed and preference stock were substantially the same as in the previous year, the ordinary capital getting the benefit of what increase there was.

The following statement compares the proportion of net earnings to capital realised in 1901 and 1902, with quinquennial averages for the preceding 50 years :—

Years.	Proportion of total net earnings to Capital.	
	Per cent.	
Average of 1871-75	-	4.65
" 1876-80	-	4.29
" 1881-85	-	4.32
" 1886-90	-	4.07
" 1891-95	-	3.80
" 1896-1900	-	3.64
Year 1901	-	3.27
" 1902	-	3.43

It will be seen that there has been, as regards net earnings, a general tendency to decline. But this, however, undoubtedly arises in part from nominal additions to capital on the conversion of stocks, such nominal additions representing, as already stated, nearly 16 per cent. of the total capital of the companies.

The following statement shows the amounts of each description of capital classed according to the rates of dividend or interest paid in 1902 :—

Rate of Dividend or Interest.	Ordinary.		Preference.		Guaranteed.		Loans and Debenture Stock.	
	Amount of Capital.	Per cent. of Total.	Amount of Capital.	Per cent. of Total.	Amount of Capital.	Per cent. of Total.	Amount of Capital.	Per cent. of Total.
Nil	£. 66,312,485	12.2	£. 22,820,089	7.6	£. 150,000	0.1	£. 628,082	0.2
Not above 1 per cent.	27,593,415	6.0	166,000	0.1	—	—	1,354,555	0.4
Above 1 and not above 2 per cent.	26,081,297	5.7	621,200	0.2	881,653	0.3	80,647	—
" 2 " 3 " "	328,124,336	26.4	94,317,000	29.9	22,458,756	19.4	179,374,909	55.4
" 3 " 4 " "	83,320,716	18.0	147,244,360	46.8	32,503,418	45.4	21,229,449	28.2
" 4 " 5 " "	14,049,528	3.1	45,743,574	14.8	37,267,303	32.1	40,795,662	15.3
" 5 " 6 " "	121,672,274	26.3	1,865,814	0.6	2,668,300	2.3	1,382,763	0.5
" 6 " 7 " "	8,024,731	2.0	—	—	2,000	—	—	—
" 7 " 8 " "	185,606	—	—	—	—	—	5,490	—
" 8 " 9 " "	1,329,871	0.3	—	—	—	—	—	—
" 9 " 10 " "	15,800	—	—	—	—	—	—	—
Total	461,926,865	100.0	334,937,276	100.0	115,966,260	100.0	378,090,827	100.0

The following table, which shows the amounts of the ordinary capital grouped according to dividends paid in each of the last five years, enables the variations which have occurred during that period to be easily traced :—

Rates of Dividend.	Amount—Million £.					Percentage of Total.				
	1906.	1906.	1905.	1904.	1903.	1906.	1906.	1905.	1904.	1903.
Nil	42.6	31.9	59.7	63.6	56.8	10.7	11.6	13.2	13.4	12.2
Not above 1 per cent.	10.6	14.9	52.7	57.3	57.9	2.4	2.4	9.3	2.8	10
Above 1 and not over 1 per cent.	32.0	52.0	12.2	38.9	36.1	6.3	6.4	2.7	8.6	17
" 2 " 3 " "	80.8	82.0	22.4	140.7	122.6	19.8	19.6	30.4	31.9	39.4
" 3 " 4 " "	120.2	86.6	44.7	66.4	53.2	29.3	20.2	6.2	14.2	19.0
" 4 " 5 " "	27.2	32.4	32.4	38.0	34.9	6.9	6.9	13.7	8.8	11
" 5 " 6 " "	27.4	39.7	12.9	36.6	32.6	6.3	13.9	3.7	12.7	13.8
" 6 " 7 " "	48.0	47.2	56.1	7.7	6.1	11.2	10.7	18.9	2.7	1.0
" 7 " 8 " "	42.5	46.2	21	—	6.2	10.9	10.3	0.5	—	—
" 8 " 9 " "	0.0	1.1	2.9	0.5	1.9	0.1	0.2	0.3	0.1	0.3
Over 9 per cent.	0.8	1.1	1.1	0.4	—	0.1	0.3	0.3	0.1	—
Total	461.4	442.2	442.0	454.4	451.9	100.0	100.0	100.0	100.0	100.0

The chief feature of this statement is the increase in the proportion of capital

earning between 5 and 6 per cent.; but it will be observed that, as in 1901, hardly any capital earned a higher dividend than 6 per cent.

Summary.

The principal facts brought out by a comparison of last year's returns with those of 1901, are as usual summarised below:—

SUMMARY of the MILEAGE, CAPITAL, TRAFFIC RECEIPTS, WORKING EXPENSES, and NET EARNINGS of the RAILWAYS of the UNITED KINGDOM in 1901 and 1902 compared.

	1902.	1901.	Increase in 1902.	
			Amount.	Per cent.
Mileage - - - - -	Miles. 22,153	Miles. 22,078	Miles. 74	0·3
Of which double or more - - -	12,350	12,272	78	0·6
Capital - - - - -	£. 1,214,861,000	£. 1,185,564,000	£. 29,297,000	1·8
<i>Amount included in the foregoing which is nominal only - - -</i>	<i>189,824,000</i>	<i>187,457,000</i>	<i>2,367,000</i>	<i>1·0</i>
Ordinary Capital - - - - -	451,937,000	454,379,000	7,548,000	1·7
<i>Amount included in the foregoing which is nominal only - - -</i>	<i>85,790,000</i>	<i>83,744,000</i>	<i>2,046,000</i>	<i>2·3</i>
Receipts:—	£.	£.	£.	
Passenger traffic - - - - -	47,393,000	46,630,000	763,000	1·6
Goods traffic - - - - -	54,889,000	52,984,000	1,703,000	3·2
Miscellaneous - - - - -	7,408,000	6,963,000	445,000	6·4
Total - - - - -	109,470,000	105,559,000	3,911,000	3·7
Working expenditure - - - - -	67,841,000	67,490,000	351,000	0·5
Net earnings - - - - -	41,629,000	38,069,000	3,560,000	8·6
Proportion of net earnings to capital - - - - -	Per cent. 3·45	Per cent. 3·27	Per cent. 0·18	5·0
Dividend paid on ordinary capital - - - - -	*3·32	*3·05	0·27	8·9

* These percentages are calculated on amounts a little in excess of the true totals. See note to Summary Table No. 6.

It is unnecessary to offer any further comment in detail on these figures. The main features of the statement are the very small increase in passenger traffic receipts, and the continued expansion of the working expenditure, in spite of a diminution in the price paid for coal.

I have, &c.,

A. E. BATEMAN.

COMMERCIAL, LABOUR AND
STATISTICAL DEPARTMENT,
BOARD OF TRADE,
31st July 1903.

SUMMARY TABLE for UNITED

No. 1.—LENGTH OF LINE, CAPITAL, PASSENGERS CONVEYED.

YEAR.	LENGTH OF LINE OPEN FOR TRAFFIC AT THE END OF EACH YEAR.			CAPITAL AUTHORIZED.			CAPITAL PAID UP.					
	Double or more.	Single.	TOTAL.	By Shares and Stock.	By Loans and Debenture Stock.	TOTAL.	Ordinary.	Guaranteed.	Preferential.	Loans.	Debenture Stock.	TOTAL.
	Miles.	Miles.	Miles.	£	£	£	£	£	£	£	£	£
1870	—	—	118,600	407,000,000	119,000,000	526,000,000	100,000,000	16,100,000	112,000,000	30,700,000	17,000,000	149,700,000
1871	8,800	7,000	15,800	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1872	8,800	7,000	15,800	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1873	8,800	7,000	15,800	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1874	8,700	7,000	15,700	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1875	8,600	7,000	15,600	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1876	8,500	7,000	15,500	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1877	8,400	7,000	15,400	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1878	8,300	7,000	15,300	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1879	8,200	7,000	15,200	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1880	8,100	7,000	15,100	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1881	8,000	7,000	15,000	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1882	7,900	7,000	14,900	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1883	7,800	7,000	14,800	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1884	7,700	7,000	14,700	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1885	7,600	7,000	14,600	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1886	7,500	7,000	14,500	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1887	7,400	7,000	14,400	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1888	7,300	7,000	14,300	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1889	7,200	7,000	14,200	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1890	7,100	7,000	14,100	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1891	7,000	7,000	14,000	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1892	6,900	7,000	13,900	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1893	6,800	7,000	13,800	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1894	6,700	7,000	13,700	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1895	6,600	7,000	13,600	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1896	6,500	7,000	13,500	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1897	6,400	7,000	13,400	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1898	6,300	7,000	13,300	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1899	6,200	7,000	13,200	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1900	6,100	7,000	13,100	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1901	6,000	7,000	13,000	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000
1902	5,900	7,000	12,900	401,000,000	100,000,000	501,000,000	100,000,000	16,000,000	100,000,000	30,000,000	17,000,000	147,000,000

Number of miles constructed.

Including 17,000,000, Capitalized Expenditure.

Stock and Reserve Capital received.

See also Summary Table Appendix A, page 22.

There was a large increase in the capital of some companies since the consolidation of stocks.

Including 10,000,000, which may be used by Ordinary Capital or Debenture Stock.

For length of line at each gauge see page 22.

TABLES.

KINGDOM in each Year from 1870 to 1902.

GROSS and NET RECEIPTS, and WORKING EXPENSES.

Year of Parliamentary Session.	GROSS RECEIPTS.										WORKING EXPENDITURE.		NET RECEIPTS.		Tonnage.
	PASSENGER TRAFFIC.		FREIGHT TRAFFIC.		TOTAL FROM TRAFFIC.			MISCELLANEOUS.		TOTAL.					
	Total.	Per cent. to Total Receipts.	Total.	Per cent. to Total Receipts.	Total.	Per cent. to Total Receipts.	Per Tonn Mile.	Rents, Tolls, Dividends, &c.	Per cent. to Total Receipts.						
											Total.	Per cent. to Total Receipts.	Total.	Per cent. to Total Receipts.	
1870-71	23,344,807	100.00	16,104,101	100.00	39,448,908	100.00	1.11	1,000,000	2.53	40,448,908	100.00	24,344,807	100.00	16,104,101	100.00
1871-72	25,220,714	100.00	16,424,377	100.00	41,645,091	100.00	1.12	1,000,000	2.40	42,645,091	100.00	25,220,714	100.00	16,424,377	100.00
1872-73	27,100,000	100.00	16,744,666	100.00	43,844,666	100.00	1.13	1,000,000	2.28	44,844,666	100.00	27,100,000	100.00	16,744,666	100.00
1873-74	29,000,000	100.00	17,064,950	100.00	46,064,950	100.00	1.14	1,000,000	2.16	47,064,950	100.00	29,000,000	100.00	17,064,950	100.00
1874-75	30,900,000	100.00	17,385,234	100.00	48,285,234	100.00	1.15	1,000,000	2.04	49,285,234	100.00	30,900,000	100.00	17,385,234	100.00
1875-76	32,800,000	100.00	17,705,518	100.00	50,505,518	100.00	1.16	1,000,000	1.92	51,505,518	100.00	32,800,000	100.00	17,705,518	100.00
1876-77	34,700,000	100.00	18,025,802	100.00	52,725,802	100.00	1.17	1,000,000	1.80	53,725,802	100.00	34,700,000	100.00	18,025,802	100.00
1877-78	36,600,000	100.00	18,346,086	100.00	54,946,086	100.00	1.18	1,000,000	1.68	55,946,086	100.00	36,600,000	100.00	18,346,086	100.00
1878-79	38,500,000	100.00	18,666,370	100.00	57,166,370	100.00	1.19	1,000,000	1.56	58,166,370	100.00	38,500,000	100.00	18,666,370	100.00
1879-80	40,400,000	100.00	18,986,654	100.00	59,386,654	100.00	1.20	1,000,000	1.44	60,386,654	100.00	40,400,000	100.00	18,986,654	100.00
1880-81	42,300,000	100.00	19,306,938	100.00	61,606,938	100.00	1.21	1,000,000	1.32	62,606,938	100.00	42,300,000	100.00	19,306,938	100.00
1881-82	44,200,000	100.00	19,627,222	100.00	63,827,222	100.00	1.22	1,000,000	1.20	64,827,222	100.00	44,200,000	100.00	19,627,222	100.00
1882-83	46,100,000	100.00	19,947,506	100.00	66,047,506	100.00	1.23	1,000,000	1.08	67,047,506	100.00	46,100,000	100.00	19,947,506	100.00
1883-84	48,000,000	100.00	20,267,790	100.00	68,267,790	100.00	1.24	1,000,000	0.96	69,267,790	100.00	48,000,000	100.00	20,267,790	100.00
1884-85	49,900,000	100.00	20,588,074	100.00	70,488,074	100.00	1.25	1,000,000	0.84	71,488,074	100.00	49,900,000	100.00	20,588,074	100.00
1885-86	51,800,000	100.00	20,908,358	100.00	72,708,358	100.00	1.26	1,000,000	0.72	73,708,358	100.00	51,800,000	100.00	20,908,358	100.00
1886-87	53,700,000	100.00	21,228,642	100.00	74,928,642	100.00	1.27	1,000,000	0.60	75,928,642	100.00	53,700,000	100.00	21,228,642	100.00
1887-88	55,600,000	100.00	21,548,926	100.00	77,148,926	100.00	1.28	1,000,000	0.48	78,148,926	100.00	55,600,000	100.00	21,548,926	100.00
1888-89	57,500,000	100.00	21,869,210	100.00	79,369,210	100.00	1.29	1,000,000	0.36	80,369,210	100.00	57,500,000	100.00	21,869,210	100.00
1889-90	59,400,000	100.00	22,189,494	100.00	81,589,494	100.00	1.30	1,000,000	0.24	82,589,494	100.00	59,400,000	100.00	22,189,494	100.00
1890-91	61,300,000	100.00	22,509,778	100.00	83,809,778	100.00	1.31	1,000,000	0.12	84,809,778	100.00	61,300,000	100.00	22,509,778	100.00
1891-92	63,200,000	100.00	22,830,062	100.00	86,030,062	100.00	1.32	1,000,000	0.00	87,030,062	100.00	63,200,000	100.00	22,830,062	100.00
1892-93	65,100,000	100.00	23,150,346	100.00	88,250,346	100.00	1.33	1,000,000	0.00	89,250,346	100.00	65,100,000	100.00	23,150,346	100.00
1893-94	67,000,000	100.00	23,470,630	100.00	90,470,630	100.00	1.34	1,000,000	0.00	91,470,630	100.00	67,000,000	100.00	23,470,630	100.00
1894-95	68,900,000	100.00	23,790,914	100.00	92,690,914	100.00	1.35	1,000,000	0.00	93,690,914	100.00	68,900,000	100.00	23,790,914	100.00
1895-96	70,800,000	100.00	24,111,198	100.00	94,911,198	100.00	1.36	1,000,000	0.00	95,911,198	100.00	70,800,000	100.00	24,111,198	100.00
1896-97	72,700,000	100.00	24,431,482	100.00	97,131,482	100.00	1.37	1,000,000	0.00	98,131,482	100.00	72,700,000	100.00	24,431,482	100.00
1897-98	74,600,000	100.00	24,751,766	100.00	99,351,766	100.00	1.38	1,000,000	0.00	100,351,766	100.00	74,600,000	100.00	24,751,766	100.00
1898-99	76,500,000	100.00	25,072,050	100.00	101,572,050	100.00	1.39	1,000,000	0.00	102,572,050	100.00	76,500,000	100.00	25,072,050	100.00
1899-00	78,400,000	100.00	25,392,334	100.00	103,792,334	100.00	1.40	1,000,000	0.00	104,792,334	100.00	78,400,000	100.00	25,392,334	100.00
1900-01	80,300,000	100.00	25,712,618	100.00	106,012,618	100.00	1.41	1,000,000	0.00	107,012,618	100.00	80,300,000	100.00	25,712,618	100.00
1901-02	82,200,000	100.00	26,032,902	100.00	108,232,902	100.00	1.42	1,000,000	0.00	109,232,902	100.00	82,200,000	100.00	26,032,902	100.00
1902-03	84,100,000	100.00	26,353,186	100.00	110,453,186	100.00	1.43	1,000,000	0.00	111,453,186	100.00	84,100,000	100.00	26,353,186	100.00

* The accounts for the Great Western Railway Company were for eleven months only, the Company having obtained the date to which its accounts were made up, 11 months 15/100, received by the South Eastern Company from the London, Brighton, and South Coast Company.

GENERAL SUMMARY 1850 to 1902.

No. 2.—GENERAL SUMMARY FOR THE UNITED KINGDOM FROM 1850 TO 1902.

Year.	Length of Line open for Traffic.	Total Number of Passengers carried (exclusive of Season Ticket Holders).	Weight of Goods and Minerals Conveyed.	Total Capital Paid-up, £	Gross Receipts.	Working Expenses.	Net Receipts.	Percentage of Net Receipts to Total Paid-up Capital.	Percentage of Working Expenses to Gross Receipts.
	<i>Miles.</i>	<i>No.</i>	<i>Tons.</i>	<i>£</i>	<i>£</i>	<i>£</i>	<i>£</i>		
1850	4,621	72,854,622	*	246,270,745	12,204,999†	—	—	—	—
1860	10,423	163,455,078	89,587,719	368,180,127	27,706,622‡	13,387,368	14,319,254	4.19	47
1870	15,837‡	336,745,397	*	529,908,873	45,078,143	21,735,325	23,342,818	4.41	48
1880	17,623	603,885,035	235,365,829	728,516,848	65,491,325	33,064,194	32,427,131	4.58	51
1885	19,169	697,213,631	257,288,434	815,808,035	69,553,774	30,787,667	38,766,107	4.62	53
1890	20,673	817,744,046	303,119,427	897,472,026	78,948,702	43,188,006	35,760,696	4.10	54
1895	21,174	929,770,969	336,330,591	1,044,110,231	85,022,732	47,870,637	37,152,095	3.90	50
1900	21,855	1,142,276,090	424,929,533	1,376,001,890	104,801,858	64,742,029	40,059,828	3.41	62
1901	22,075	1,172,395,900	415,953,441	1,395,354,473	106,508,315	67,489,739	39,018,576	3.27	63
1902	22,152§	1,186,332,320	430,612,335	1,214,561,421	106,409,720	67,541,218	38,868,502	3.42	63

* Cannot be given.

† Exclusive of "Miscellaneous" receipts, the amount of which is not available.

‡ Length of Line constructed.

§ Includes nominal additions to Capital on conversion, consolidation, or division of Stocks.

THE FOLLOWING STATEMENT SHOWS THE LENGTH OF LINE AT EACH GAUGE OPEN IN THE UNITED KINGDOM IN THE YEAR 1902.

Gauge -	Pt. 1a. 1 14	Pt. 1a. 1 3	Pt. 1a. 2 4	Pt. 1a. 2 4½	Pt. 1a. 2 6	Pt. 1a. 2 9	Pt. 1a. 3 0	Pt. 1a. 3 6	Pt. 1a. 4 0	Pt. 1a. 4 6	Pt. 1a. 5 0	Pt. 1a. 5 6	Pt. 1a. 6 0	Pt. 1a. 6 6	Pt. 1a. 7 0	Also in the previous table are the Squares, Rectangles, Triangles, etc., in length, with the area of 16 sq. and the above table, etc., on a single sheet, line 40 inches.										
Length -	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100										

No. 3.—LENGTH OF RAILWAYS open for Traffic on the 31st December in each of the Years from 1893 to 1902.

	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.	Miles.
IN ENGLAND AND WALES										
Single	5,069	5,068	5,170	5,112	5,112	5,122	5,111	5,054	5,105	5,093
Double								9,322	9,399	9,384
Three	9,320	9,448	9,481	9,589	9,705	9,835	9,933	100	172	171
Four or more								719	741	800
TOTAL	14,409	14,526	14,651	14,798	14,818	15,007	15,044	15,195	15,598	15,348
IN SCOTLAND										
Single	1,564	1,566	1,607	1,607	1,639	1,638	1,637	1,620	1,621	1,623
Double								1,417	1,433	1,408
Three	1,311	1,332	1,343	1,394	1,408	1,418	1,429	8	8	22
Four or more								10	10	27
TOTAL	3,215	3,238	3,250	3,294	3,447	3,476	3,480	3,445	3,502	3,580
IN IRELAND										
Single	2,399	2,432	2,561	2,563	2,549	2,537	2,535	2,537	2,589	2,585
Double								625	627	637
Three	621	613	602	616	620	619	621	1	1	1
Four or more								—	—	—
TOTAL	3,020	3,044	3,173	3,179	3,168	3,176	3,176	3,163	3,208	3,214
IN UNITED KINGDOM										
Single	9,374	9,350	9,738	9,685	9,701	9,787	9,733	9,704	9,806	9,802
Double								11,284	11,349	11,323
Three	11,372	11,382	11,436	11,589	11,732	11,822	11,977	168	181	194
Four or more								729	751	827
TOTAL	20,746	20,908	21,174	21,377	21,433	21,629	21,700	21,803	22,078	22,159

ROLLING STOCK.

No. 4.—COMPARISON of the TOTAL NUMBER, and of the NUMBER PER MILE of OPEN RAILWAY

Year.	Locomotives.	Carriages used for the Conveyance of Passengers only.		Other Vehicles attached to Passenger Trains		
ENGLAND AND WALES.						
	Total Number. *	Number per Mile Open.	Total Number.	Number per Mile Open.	Total Number.	Number per Mile Open.
1883	15,372	1.08	34,793	2.41	12,590	87
1884	15,436	1.07	35,145	2.42	12,611	86
1885	15,901	1.09	35,773	2.44	12,383	85
1886	16,138	1.10	35,444	2.42	12,341	82
1887	16,406	1.12	37,142	2.51	14,122	95
1888	16,959	1.13	38,453	2.64	14,673	98
1889	17,520	1.16	39,633	2.69	14,963	100
1890	18,149	1.20	40,338	2.66	15,323	101
1901	18,420	1.22	41,474	2.72	15,726	103
1902	18,917	1.23	42,330	2.74	15,910	104
SCOTLAND.						
1883	1,926	.90	4,546	1.41	2,084	63
1884	1,934	.90	4,599	1.43	2,112	63
1885	1,984	.90	4,679	1.46	2,102	64
1886	2,044	.90	4,793	1.41	2,002	62
1887	2,092	.91	5,033	1.47	2,110	61
1888	2,153	.92	5,109	1.47	2,190	61
1889	2,241	.94	5,270	1.51	2,184	62
1900	2,343	.97	5,432	1.55	2,222	63
1901	2,379	.97	5,506	1.54	2,256	63
1902	2,383	.97	5,568	1.56	2,302	66
IRELAND.						
1883	734	.25	1,719	.58	1,434	44
1884	748	.25	1,756	.58	1,448	44
1885	771	.24	1,778	.56	1,572	44
1886	780	.25	1,845	.58	1,696	44
1887	787	.25	1,854	.59	1,696	44
1888	800	.25	1,941	.58	1,669	45
1889	800	.25	1,873	.59	1,121	38
1890	810	.25	1,886	.59	1,126	40
1901	834	.26	1,917	.60	1,161	40
1902	839	.26	1,960	.61	1,171	40
UNITED KINGDOM.						
1883	18,002	.97	41,358	1.99	15,765	76
1884	18,328	.98	41,590	1.99	16,161	77
1885	18,638	.98	42,330	1.99	16,567	78
1886	18,806	.99	42,584	1.99	16,680	78
1887	19,479	.99	44,633	2.05	17,238	81
1888	19,804	.99	45,125	2.06	17,896	83
1889	20,579	.99	46,176	2.12	18,270	84
1900	21,364	.97	47,076	2.14	18,683	85
1901	21,883	.99	48,094	2.22	19,166	87
1902	22,126	1.00	48,838	2.25	19,437	88

NOTE.—The numbers in the above table refer only to the carriages, waggon, &c., belonging to or hired by the railway companies.

* Including electric locomotives.

of LOCOMOTIVES, CARRIAGES, and other VEHICLES in each of the Years from 1893 to 1902.

Waggons of all kinds used for the Conveyance of Live Stock, Minerals, or General Merchandise.		Any other Carriages or Waggon used on the Railway not included in the preceding Columns.		Total of Vehicles, excluding Locomotives.		Year.
ENGLAND AND WALES.						
Total Number.	Number per Mile Open.	Total Number.	Number per Mile Open.	Total Number.	Number per Mile Open.	
447,077	31-02	10,694	-76	506,306	35-06	1893
423,889	31-26	12,549	-85	514,594	35-41	1894
460,306	31-42	12,753	-97	522,167	35-94	1895
469,097	31-89	12,649	-97	531,804	36-11	1896
480,119	32-40	13,306	-99	544,722	36-75	1897
498,556	33-22	14,827	-98	566,508	37-73	1898
516,154	34-11	15,335	1-03	582,477	38-72	1899
520,739	34-95	15,829	1-08	601,841	39-68	1900
536,784	35-07	16,401	1-07	610,508	39-89	1901
543,773	35-34	17,341	1-12	618,354	40-25	1902
SCOTLAND.						
Total Number.	Number per Mile Open.	Total Number.	Number per Mile Open.	Total Number.	Number per Mile Open.	
131,225	67-73	1,383	-49	129,188	40-17	1893
123,687	37-12	1,599	-89	131,537	39-52	1894
126,306	37-76	1,359	-41	134,696	40-21	1895
132,704	39-13	1,369	-46	140,940	41-57	1896
134,449	39-03	1,366	-40	143,180	41-54	1897
138,365	40-06	1,444	-42	147,944	42-50	1898
145,664	41-60	1,670	-42	154,598	44-42	1899
148,168	42-30	1,663	-42	157,225	45-11	1900
147,487	41-41	1,692	-42	156,738	44-60	1901
149,220	41-68	1,829	-43	155,679	44-32	1902
IRELAND.						
Total Number.	Number per Mile Open.	Total Number.	Number per Mile Open.	Total Number.	Number per Mile Open.	
15,903	5-34	456	-15	15,161	6-41	1893
16,330	5-37	465	-15	16,699	6-44	1894
16,868	5-32	447	-14	16,163	6-36	1895
17,299	5-44	490	-18	16,711	6-32	1896
17,562	5-34	468	-15	16,984	6-32	1897
17,843	5-35	456	-16	17,493	6-74	1898
18,283	5-25	490	-16	18,771	6-53	1899
18,126	5-49	890	-26	21,960	6-90	1900
18,587	5-46	844	-26	20,569	7-02	1901
19,002	5-48	877	-26	20,024	7-10	1902
UNITED KINGDOM.						
Total Number.	Number per Mile Open.	Total Number.	Number per Mile Open.	Total Number.	Number per Mile Open.	
584,137	28-34	22,758	-63	624,650	33-71	1893
568,726	28-40	14,303	-68	608,769	33-84	1894
600,799	29-51	14,581	-69	677,628	34-97	1895
619,661	29-10	14,690	-69	695,354	35-56	1896
632,300	29-30	15,145	-71	708,886	36-07	1897
636,763	30-28	16,397	-77	735,323	36-56	1898
677,069	31-25	17,321	-80	756,616	37-07	1899
680,967	31-35	18,718	-84	751,026	37-14	1900
702,808	31-65	18,782	-85	719,810	36-77	1901
711,800	32-10	19,594	-88	709,948	36-11	1902

NOTE.—The numbers in the above table refer only to the carriages, waggons, &c., belonging to or hired by the railway companies.

AUTHORISED AND PAID UP CAPITAL.

No. 5.—AMOUNT OF CAPITAL of Railway Companies in each division of the United Kingdom authorised and paid up on 31st December, in each of the years from 1893 to 1902.

Year.	STOCK AND SHARE CAPITAL.		LOANS AND DEBENTURE STOCK.		TOTAL CAPITAL.	
	Authorised.	Paid up.	Authorised.	Raised.	Authorised.	Paid up and Raised.
ENGLAND AND WALES.						
1893	644,803,323	375,211,149	229,505,265	245,409,928	944,323,565	800,880,677
1894	643,830,128	381,177,319	228,479,384	220,639,646	911,309,716	811,814,466
1895	638,877,865	386,933,349	226,378,422	228,540,534	904,324,307	820,395,850
1896	635,952,577	390,944,909	227,029,045	246,182,413	903,021,642	842,826,474
1897	708,623,692	847,311,543	282,444,279	240,099,500	990,847,861	896,431,943
1898	747,093,324	679,158,905	394,114,373	296,994,763	1,043,094,507	956,153,326
1899	760,709,105	680,567,342	311,538,743	250,722,205	1,071,417,937	950,718,967
1900	781,931,100	704,745,194	313,197,360	263,403,417	1,095,042,007	970,147,581
1901	794,934,569	710,574,837	316,229,890	270,351,945	1,111,104,360	980,546,782
1902	805,933,892	727,184,717	322,416,500	276,722,981	1,128,253,352	1,003,917,688
SCOTLAND.						
1893	100,220,434	102,310,439	33,568,360	24,324,701	142,708,794	131,884,101
1894	110,131,397	104,104,873	33,718,040	30,253,186	143,849,446	134,428,909
1895	113,918,890	106,241,628	34,264,966	30,466,112	147,213,660	138,546,748
1896	114,389,289	115,300,518	36,064,626	31,372,471	150,479,545	146,922,860
1897	118,286,260	122,630,663	37,166,794	31,200,942	155,487,074	152,887,585
1898	120,080,677	127,847,164	35,068,907	31,125,875	157,714,484	158,022,732
1899	120,027,308	126,820,868	38,178,073	31,684,909	160,203,381	161,505,871
1900	123,307,777	132,903,653	39,091,165	33,152,935	162,398,592	166,088,736
1901	125,106,029	135,023,365	39,707,193	33,610,663	164,966,134	168,903,437
1902	124,977,630	136,880,749	41,853,943	35,400,968	166,129,584	173,308,715
IRELAND.						
1893	30,873,961	27,495,754	13,095,532	11,322,321	43,739,493	38,188,311
1894	30,369,301	27,963,070	13,872,260	11,690,750	43,864,623	38,124,324
1895	30,128,811	27,388,444	13,668,012	11,879,137	43,216,873	38,567,604
1896	30,309,283	28,043,037	13,116,785	11,702,823	43,369,800	38,715,872
1897	30,579,111	27,988,100	13,083,109	11,473,336	43,664,220	38,486,437
1898	30,076,844	27,739,289	12,668,770	11,611,913	43,029,629	38,351,232
1899	30,743,215	27,949,732	12,960,409	11,842,371	43,755,624	40,095,622
1900	31,390,788	27,733,484	13,460,322	12,009,680	43,293,030	39,765,973
1901	32,541,912	28,164,081	13,687,337	12,060,188	45,478,519	40,294,589
1902	32,110,422	28,670,038	13,449,258	11,900,940	45,642,719	40,577,038
UNITED KINGDOM.						
1893	784,704,630	704,898,808	306,194,147	286,827,050	1,090,898,780	971,223,223
1894	783,943,890	713,383,768	310,699,895	272,451,597	1,099,013,783	985,877,933
1895	790,803,076	720,483,491	317,733,413	280,826,800	1,114,689,369	1,001,110,224
1896	800,733,140	740,517,617	323,870,220	289,867,719	1,127,603,366	1,020,475,352
1897	857,288,903	797,584,297	332,736,182	281,628,798	1,190,015,173	1,068,795,085
1898	898,101,743	834,733,038	344,738,036	279,745,454	1,242,838,701	1,134,499,462
1899	932,501,718	849,068,037	352,875,224	266,240,446	1,255,371,048	1,132,347,361
1900	937,132,805	863,428,329	360,541,334	310,543,581	1,302,674,979	1,176,691,580
1901	952,514,701	879,462,283	369,674,302	325,072,136	1,322,689,000	1,195,664,429
1902	962,349,913	892,770,334	377,517,733	324,090,887	1,340,038,646	1,216,861,461

CAPITAL OF EACH DESCRIPTION

No. 6.—AMOUNT of CAPITAL of Railway Companies in each division of the United Kingdom paid up or raised on 31st December, divided into Ordinary, Preferential, Guaranteed, Loans and Debenture Stock, and amount of Subscriptions to other Companies in each of the years 1893 to 1902.

Year.	Ordinary.	Preferential.	Guaranteed.	Loans.	Debenture Stock.	Subscriptions to Other Companies.
ENGLAND AND WALES.						
	£	£	£	£	£	£
1893 - -	289,651,168	200,285,880	85,304,084	11,681,700	213,797,627	32,262,887
1894 - -	293,771,068	201,895,713	83,810,145	11,075,071	218,643,575	32,672,734
1895 - -	297,617,991	203,334,648	83,851,712	11,071,426	226,871,105	33,175,854
1896 - -	303,765,767	204,266,846	84,675,430	11,025,820	234,684,532	33,667,582
1897 - -	343,806,757	225,728,164	86,776,086	11,399,888	237,098,092	33,798,613
1898 - -	348,741,312	228,455,047	84,145,396	10,992,918	245,005,845	33,833,627
1899 - -	353,051,890	243,269,010	84,394,442	10,785,014	248,034,231	34,668,344
1900 - -	359,277,736	256,637,983	84,829,497	10,766,433	254,701,989	35,767,383
1901 - -	364,227,261	266,876,137	86,177,389	10,621,606	259,799,269	36,503,541
1902 - -	370,232,829	269,245,223	86,717,463	10,716,610	266,039,262	36,478,246
SCOTLAND.						
	£	£	£	£	£	£
1893 - -	48,494,269	46,218,563	23,626,738	1,007,211	94,637,190	2,434,824
1894 - -	50,112,141	46,476,234	23,626,738	1,044,682	95,176,584	2,405,627
1895 - -	50,010,999	42,438,260	23,751,076	862,825	92,511,787	2,360,365
1896 - -	50,941,617	42,473,631	23,255,076	815,172	93,557,389	1,960,330
1897 - -	53,240,996	44,311,460	23,076,196	580,401	95,075,451	1,692,303
1898 - -	61,728,261	46,942,965	23,076,196	300,671	96,825,047	2,092,847
1899 - -	70,693,692	46,141,723	23,076,196	388,694	101,296,225	2,323,946
1900 - -	73,654,527	46,246,226	23,076,196	437,337	102,096,739	2,332,190
1901 - -	74,560,484	47,415,083	23,076,196	547,504	103,662,338	2,423,792
1902 - -	78,196,257	47,636,294	23,076,196	626,268	104,840,763	2,394,697
IRELAND.						
	£	£	£	£	£	£
1893 - -	16,221,331	8,166,356	3,034,035	291,429	16,281,762	282,036
1894 - -	16,002,582	8,167,278	3,169,134	925,228	16,606,027	284,011
1895 - -	16,303,416	8,181,167	3,184,804	621,725	16,827,433	276,028
1896 - -	16,446,519	8,222,947	3,243,771	725,564	16,979,271	274,130
1897 - -	16,446,234	8,232,876	3,266,962	527,264	16,950,292	287,630
1898 - -	16,129,941	8,421,157	3,186,166	379,394	11,259,619	503,030
1899 - -	16,693,621	8,482,310	3,167,823	386,376	11,461,805	636,630
1900 - -	16,688,893	9,036,215	4,738,378	374,883	11,684,190	682,071
1901 - -	15,590,232	8,336,920	6,039,929	274,499	11,305,235	731,380
1902 - -	15,584,582	7,951,737	6,112,720	271,898	11,628,132	821,900
UNITED KINGDOM.						
	£	£	£	£	£	£
1893 - -	354,259,799	248,741,107	101,944,307	13,689,071	252,676,379	34,923,417
1894 - -	360,664,684	250,515,225	102,326,429	13,944,861	258,206,696	35,462,631
1895 - -	364,027,405	253,980,373	102,838,643	13,396,470	267,340,384	35,747,363
1896 - -	366,073,963	266,999,444	103,144,059	13,054,280	276,115,135	35,633,692
1897 - -	425,564,782	289,873,440	103,068,575	22,307,703	279,283,045	35,778,848
1898 - -	432,428,544	290,913,669	110,376,283	11,382,983	286,102,471	34,493,190
1899 - -	442,963,543	297,394,953	110,876,441	11,437,073	291,692,371	37,090,621
1900 - -	448,060,866	303,623,372	119,034,071	11,510,683	299,632,679	38,792,300
1901 - -	454,376,107	310,819,740	114,266,436	11,494,323	304,577,562	39,819,829
1902 - -	461,626,868	314,397,279	115,996,360	11,617,930	312,473,897	41,393,833

NOMINAL ADDITIONS TO CAPITAL.

No. 7.—AMOUNT of CAPITAL due to nominal additions on the conversion, consolidation and division of the Stocks of the Railway Companies, included in the totals in the preceding table in each of the years from 1893 to 1902.

Year.	Ordinary.	Preference.	Guaranteed.	Loans.	Debt-stock.	Total.
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ENGLAND AND WALES.						
	£	£	£	£	£	£
1893 - -	13,025,642	13,813,925	6,479,874	—	20,008,334	54,246,820
1894 - -	13,633,550	13,736,497	6,504,334	5,942	21,585,563	57,307,596
1895 - -	14,219,933	13,736,497	6,504,334	5,942	23,831,938	62,509,174
1896 - -	15,010,461	14,906,932	7,323,406	5,942	25,831,154	71,696,500
1897 - -	30,149,329	20,148,944	7,272,868	5,942	34,407,271	111,991,350
1898 - -	50,531,991	16,331,450	13,879,057	5,942	43,183,536	143,181,728
1899 - -	50,928,824	20,331,451	13,820,984	5,942	43,238,051	143,565,322
1900 - -	51,213,730	20,331,451	13,620,984	5,942	43,774,672	143,486,723
1901 - -	51,730,322	27,127,670	13,620,984	5,942	43,253,043	145,717,361
1902 - -	52,207,440	27,127,670	13,620,984	5,942	43,231,128	145,993,154

SCOTLAND.						
	£	£	£	£	£	£
1893 - -	12,890,411	4,734,935	2,721,630	—	3,315,790	23,452,766
1894 - -	12,891,605	4,734,459	2,721,630	—	3,315,790	23,453,484
1895 - -	12,969,516	6,204,921	2,721,630	—	3,345,790	25,242,857
1896 - -	22,413,346	6,204,921	2,721,630	—	3,345,790	34,775,727
1897 - -	27,703,286	6,204,921	2,721,630	—	3,345,790	40,005,627
1898 - -	29,493,015	6,204,920	2,721,630	—	3,345,790	41,865,355
1899 - -	30,273,833	6,294,920	2,721,630	—	3,345,790	42,636,173
1900 - -	31,813,646	6,394,920	2,721,630	—	3,345,790	44,276,006
1901 - -	32,023,615	6,394,920	2,721,630	—	3,345,790	44,596,955
1902 - -	32,493,045	6,394,920	2,721,630	—	3,315,790	45,025,485

IRELAND.						
	£	£	£	£	£	£
1893 - -	—	68,385	141,354	—	129,300	239,039
1894 - -	—	61,385	141,354	—	129,300	232,039
1895 - -	—	90,205	141,354	—	129,300	360,859
1896 - -	—	131,684	141,354	—	200,274	403,312
1897 - -	—	133,707	141,354	—	200,274	405,335
1898 - -	—	132,940	141,354	—	200,274	406,508
1899 - -	—	133,702	141,354	—	200,274	405,990
1900 - -	—	133,702	141,354	—	191,390	405,448
1901 - -	—	61,385	141,354	—	129,300	332,039
1902 - -	—	61,385	141,354	—	129,300	332,039

UNITED KINGDOM.						
	£	£	£	£	£	£
1893 - -	25,910,453	18,493,273	9,240,508	—	24,044,119	78,648,353
1894 - -	26,524,371	13,222,611	9,270,338	5,942	26,821,449	85,844,311
1895 - -	27,236,449	20,111,593	9,270,338	5,942	31,703,684	98,458,207
1896 - -	27,423,867	21,332,587	10,185,912	5,942	37,311,316	106,345,234
1897 - -	77,834,314	26,076,372	10,076,413	5,942	37,632,331	151,625,387
1898 - -	80,551,005	43,300,519	10,443,131	5,942	43,743,728	178,045,325
1899 - -	81,304,666	43,310,112	10,494,488	5,942	43,763,662	180,765,870
1900 - -	82,827,282	43,310,112	10,494,488	5,942	44,240,759	181,388,583
1901 - -	83,743,937	43,494,375	10,494,488	5,942	43,735,087	181,973,829
1902 - -	85,790,485	43,494,375	10,494,488	5,942	43,709,212	183,588,502

No. 8.—AVERAGE RATE OF DIVIDEND or Interest on each Description of Capital in each of the Years from 1893 to 1902.

Year.	Ordinary.	Preferential.	Guaranteed.	Preferential and Guaranteed.	Loans.	Debenture Stock.	Loans and Debenture Stock.	All Classes.
ENGLAND AND WALES.								
1893	3.66	3.75	4.41	3.95	4.27	3.73	3.75	3.75
1894	4.01	3.99	4.43	4.03	4.28	3.69	3.73	3.93
1895	4.06	3.97	4.44	4.04	4.28	3.60	3.65	3.93
1896	4.61	3.83	4.41	4.03	4.22	3.60	3.54	4.09
1897	4.15	3.74	4.41	3.95	4.13	3.49	3.53	3.91
1898	3.67	3.48	4.15	3.67	4.15	3.40	3.44	3.68
1899	4.08	3.40	4.09	3.59	4.18	3.40	3.43	3.73
1900	3.57	3.26	4.07	3.48	4.21	3.40	3.43	3.59
1901	3.19	3.52	4.00	3.45	4.22	3.30	3.43	3.35
1902	3.11	3.31	4.04	3.31	4.23	3.39	3.42	3.45

SCOTLAND.

1894	2.88	4.11	4.04	4.09	3.60	3.26	3.23	3.33
1895	2.97	4.13	4.04	4.14	3.45	3.56	3.55	3.35
1896	3.08	4.00	4.05	4.01	3.33	3.55	3.56	3.47
1897	3.08	3.99	3.99	3.99	3.22	3.56	3.56	3.35
1897	3.81	3.92	4.06	3.94	3.15	3.57	3.56	3.25
1898	2.49	4.00	4.00	4.00	3.30	3.56	3.56	3.28
1899	2.55	4.00	4.00	4.00	3.14	3.57	3.57	3.19
1900	2.50	4.00	4.00	4.00	3.11	3.57	3.56	3.05
1901	2.19	4.00	4.00	4.00	3.13	3.57	3.55	3.11
1902	2.24	4.00	4.00	4.00	3.12	3.55	3.55	3.13

IRELAND.

1893	4.35	4.10	4.18	4.12	4.13	4.03	4.09	4.21
1894	4.36	4.10	4.28	4.15	4.14	4.08	4.08	4.20
1895	4.68	4.06	4.32	4.13	4.10	4.08	4.09	4.34
1896	4.44	3.79	4.31	3.93	4.50	4.00	4.02	4.17
1897	4.03	3.90	4.33	3.95	4.27	4.01	4.02	4.21
1898	4.35	3.82	4.32	3.76	4.17	3.67	3.68	4.12
1899	4.37	3.83	4.32	4.00	4.10	3.68	3.69	4.15
1900	4.44	3.55	4.30	3.81	4.19	4.02	4.03	4.13
1901	3.79	3.56	3.60	3.72	4.35	3.99	3.99	3.83
1902	4.21	3.60	3.92	3.75	4.08	3.98	3.96	3.92

UNITED KINGDOM.

1893	3.31	3.92	4.33	3.95	4.20	3.72	3.73	3.74
1894	3.30	3.92	4.37	4.05	4.23	3.69	3.71	3.67
1895	3.49	3.90	4.38	4.06	4.21	3.62	3.65	3.66
1896	4.29	3.82	4.35	4.03	4.15	3.55	3.55	3.69
1897	3.94	3.75	4.35	3.95	4.13	3.52	3.54	3.62
1898	3.67	3.58	4.00	3.72	4.16	3.44	3.47	3.54
1899	3.61	3.51	4.09	3.67	4.14	3.46	3.47	3.67
1900	3.64	3.38	4.07	3.67	4.17	3.44	3.47	3.45
1901	3.05	3.35	4.04	3.03	4.17	3.44	3.46	3.33
1902	3.32	3.42	4.15	3.38	4.17	3.43	3.46	3.45

NOTE.—The amounts in the above tables are slightly in excess of the true totals, owing to some companies having invested a small portion of their capital in the stocks and shares of other companies, and other causes. On the other hand it is to be remarked that an account of nominal additions made to the capital of the companies the rates are lower than they otherwise would be. If the additions to the ordinary capital of the companies, on the division of ordinary stock into preferred and deferred ordinary stock, had not been made, the rate per cent. on the ordinary stock for 1902 would have been about 0.92 higher.

The rates of interest on loans and debenture stock used for the calculations for the Table are the rates payable.

CLASSIFICATION OF CAPITAL AND DIVIDEND.

No. 9.—AMOUNT OF ORDINARY, PREFERENTIAL AND GUARANTEED, and LOANS AND DEBENTURE STOCK OF RAILWAY COMPANIES in each division of the United Kingdom, classed according to the rate per cent. of Dividend paid or Interest payable in each year from 1898 to 1902.

ENGLAND and WALES.

Rate per Cent. of Dividend paid.	1898.	1899.	1900.	1901.	1902.
ORDINARY STOCK.					
NIL	(a) 39,830,297	43,025,292	(b) 57,773,383	(c) 38,455,144	49,241,370
Not exceeding 1 per Cent.	5,366,994	908,144	1,053,464	4,090,430	32,713,802
Exceeding 1 and not exceeding 2 per Cent.	9,888,460	17,028,437	6,703,684	8,361,013	7,501,828
2 3	63,819,349	47,330,006	108,792,568	105,075,404	92,432,128
3 4	(d) 97,119,945	85,152,238	28,964,555	54,365,775	65,711,524
4 5	15,197,527	8,802,808	53,497,074	30,673,990	(e) 32,730,282
5 6	20,368,663	55,413,781	15,322,601	88,678,194	120,988,026
6 7	43,872,787	43,653,009	31,354,714	3,827,858	5,177,123
7 8	43,536,909	45,196,438	2,746,090	9,000	182,600
8 9	553,170	1,069,061	288,000	546,170	1,906,371
9 10	—	702,420	696,136	15,000	15,000
10 per Cent.	—	—	—	—	—
PREFERENTIAL AND GUARANTEED STOCK.					
NIL	(f) 12,724,833	(g) 16,394,048	(h) 25,329,938	(i) 28,310,684	(j) 25,445,447
Not exceeding 1 per Cent.	1,615,000	25,000	275,000	623,000	190,000
Exceeding 1 and not exceeding 2 per Cent.	1,101,325	2,241,152	2,027,398	2,513,680	982,437
2 3	95,496,100	99,656,855	101,920,170	111,231,161	108,274,475
3 4	135,957,628	124,493,966	125,662,884	127,434,363	148,067,461
4 5	79,852,830	78,903,158	75,383,806	69,737,739	72,666,791
5 6	3,690,165	3,693,226	3,493,825	8,473,825	3,493,825
6 per Cent.	52,000	57,340	57,340	52,000	2300
LOANS AND DEBENTURE STOCK.					
NIL	367,365	367,365	367,365	558,432	253,692
Not exceeding 1 per Cent.	777,766	777,766	777,766	1,254,553	1,254,553
Exceeding 1 and not exceeding 2 per Cent.	1,686	20,737	1,693	1,694	1,696
2 3	153,700,928	152,924,597	178,334,469	159,219,983	163,621,393
3 4	62,543,699	62,961,466	52,733,315	59,756,220	61,869,825
4 5	48,593,708	43,643,634	46,601,000	48,007,406	47,919,025
5 6	1,581,911	1,581,286	1,581,286	1,581,144	1,582,750
6 per Cent.	5,400	5,400	5,400	5,400	5,499

NOTE.—Exclusive of New Companies the lines of which were in course of construction.

(a) Includes 1,699,316*l.* on which dividend accrued only as from 1st July, 1899.

(b) " 699,000*l.* " " " " 1st January, 1901.

(c) " 699,355*l.* " " " " 1st July, 1902.

(d) " 499,000*l.* " " " " 1st July, 1903.

(e) " 1,600,000*l.* " " " " 1st July, 1905.

(f) Includes 630,000*l.* on which dividend accrued from 1st January, 1899; and 25,000*l.* on which dividend does not accrue till 1906.

(g) Includes 22,032*l.* on which dividend does not accrue till 1904.

(h) Includes 1,090,000*l.* on which dividend accrued from 1st January, 1901; 25,000*l.* on which dividend accrued from 1st January 1902; and 22,032*l.* on which dividend does not accrue till 1904.

(i) Includes 999,725*l.* on which dividend accrued from 1st January, 1903; and 22,032*l.* on which dividend does not accrue till 1904.

XXIX
CLASSIFICATION OF CAPITAL AND DIVIDEND.

No. 2.—AMOUNT OF ORDINARY, PREFERENTIAL and GUARANTEED, and LOANS and DEBENTURE STOCK of RAILWAY COMPANIES in each division of the UNITED KINGDOM, classed according to the rate per cent. of Dividend paid or Interest payable in each year from 1880 to 1902.—continued.

SCOTLAND.

Rate per cent. of Dividend paid.	1880.	1890.	1900.	1901.	1902.
ORDINARY STOCK.					
Nil.	3,151,600	3,633,300	7,078,748	6,507,402	3,701,800
Not exceeding 1 per cent.	4,827,602	12,707,477	21,339,803	13,167,385	15,022,803
Exceeding 1 and not exceeding 2 per cent.	16,787,038	10,923,440	4,593,070	18,996,042	18,311,851
“ 2 “ 3 “	22,224,972	31,133,859	27,127,908	27,543,407	28,184,963
“ 3 “ 4 “	3,508,620	3,231,000	9,013,700	9,730,731	9,913,642
“ 4 “ 5 “	6,901,598	6,745,715	672,300	872,800	200,000
“ 5 “ 6 “	189,900	189,900	189,900	189,900	189,900
“ 6 “ 7 “	140,890	140,890	140,890	140,890	140,890
“ 7 “ 8 “	—	—	—	—	—
“ 8 “ 9 “	—	—	—	—	—
“ 9 “ 10 “	—	—	—	—	—
“ 10 per cent.	—	40,000	—	—	—
PREFERENTIAL AND GUARANTEED STOCKS.					
Nil.	—	—	—	—	—
Not exceeding 1 per cent.	—	3,080	3,200	—	—
Exceeding 1 and not exceeding 2 per cent.	3,080	—	—	—	3,080
“ 2 “ 3 “	7,458,545	7,458,545	7,023,735	7,766,619	7,764,730
“ 3 “ 4 “	41,187,024	41,920,642	41,223,266	42,220,498	42,442,300
“ 4 “ 5 “	9,713,925	9,713,925	9,713,925	9,713,925	9,713,925
“ 5 “ 6 “	754,930	754,930	754,930	754,930	754,930
“ 6 per cent.	—	—	—	—	—
LOANS AND DEBENTURE STOCK.					
Nil.	—	—	—	—	1,000
Not exceeding 1 per cent.	—	—	—	—	—
Exceeding 1 and not exceeding 2 per cent.	—	—	—	—	—
“ 2 “ 3 “	13,016,146	13,769,803	14,334,917	14,390,430	15,905,748
“ 3 “ 4 “	17,127,701	17,323,322	18,185,355	18,027,542	19,127,035
“ 4 “ 5 “	391,743	391,743	391,743	391,743	391,743
“ 5 “ 6 “	—	—	—	—	—
“ 6 per cent.	—	—	—	—	—

NOTE.—Exclusive of New Companies the Lines of which were in course of construction.

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XXX
CLASSIFICATION OF CAPITAL AND DIVIDEND.

No. 9.—AMOUNT OF ORDINARY, PREFERENTIAL and GUARANTEED, and LOANS and DEBENTURE STOCK of RAILWAY COMPANIES in each division of the United Kingdom, classed according to the rate per cent. of Dividend paid or Interest payable in each Year from 1898 to 1902.—continued.

IRELAND.

Rate per Cent. of Dividend paid.	1898.	1899.	1900.	1901.	1902.
ORDINARY STOCK.					
Nil	£ 2,993,175	£ 2,999,924	£ 2,932,625	£ 1,975,747	£ 1,736,312
Not exceeding 1 per Cent.	51,484	110,174	291,624	292,060	112,520
Exceeding 1 and not exceeding 2 per Cent.	317,480	72,390	119,180	27,480	267,480
" 2 " 3 "	119,990	332,090	—	5,417,570	92,090
" 3 " 4 "	2,428,700	—	2,379,090	2,372,000	1,085,920
" 4 " 5 "	5,664,735	7,631,395	5,632,599	1,038,186	1,068,192
" 5 " 6 "	872,703	892,763	1,288,903	397,840	402,020
" 6 " 7 "	4,905,531	4,025,626	3,037,730	3,715,160	3,728,706
" 7 " 8 "	—	—	—	—	—
" 8 " 9 "	—	—	—	—	320,000
" 9 " 10 "	350,000	350,000	350,000	350,000	—
" 10 per Cent.	—	—	—	—	—
PREFERENTIAL AND GUARANTEED STOCK.					
Nil	632,410	632,410	680,820	635,709	545,890
Not exceeding 1 per Cent.	—	—	—	—	—
Exceeding 1 and not exceeding 2 per Cent.	—	—	—	297,548	297,548
" 2 " 3 "	302,135	138,960	442,540	442,540	442,540
" 3 " 4 "	1,064,222	8,189,690	8,384,835	8,337,820	9,433,227
" 4 " 5 "	2,026,161	2,405,776	1,879,381	1,080,171	1,094,221
" 5 " 6 "	274,025	274,025	274,025	248,000	248,000
" 6 per cent.	—	—	—	—	—
LOANS AND DEBENTURE STOCK.					
Nil	68,100	68,100	68,100	68,100	68,100
Not exceeding 1 per Cent.	—	—	—	—	—
Exceeding 1 and not exceeding 2 per Cent.	78,981	—	—	78,981	78,981
" 2 " 3 "	581,599	601,237	140,000	148,000	133,500
" 3 " 4 "	8,648,812	9,031,968	9,741,368	10,237,124	10,191,680
" 4 " 5 "	2,617,791	2,045,168	2,034,923	1,041,143	1,459,973
" 5 " 6 "	15,800	15,800	15,800	15,800	—
" 6 per Cent.	—	—	—	—	—

NOTE.—Exclusive of New Companies the lines of which were in course of construction.

CLASSIFICATION OF CAPITAL AND DIVIDEND

No. 2.—AMOUNT OF ORDINARY, PREFERENTIAL and GUARANTEED, and LOANS and DEBENTURE STOCK of Railway Companies in each division of the United Kingdom, classed according to the rate per cent. of Dividend paid or Interest payable in each Year from 1898 to 1902.—continued.

UNITED KINGDOM.

Rate per Cent. of Dividend Paid.	1898.	1899.	1900.	1901.	1902.
ORDINARY STOCK.					
Nil.	(a) £ 65,942,698	53,207,773	(b) 67,284,932	(c) 64,938,293	54,083,422
Not exceeding 1 per Cent.	10,288,220	14,775,736	22,884,971	17,487,815	27,859,415
Exceeding 1 and not exceeding 2 per Cent.	26,226,923	28,029,437	12,312,754	24,973,636	20,981,297
“ 2 “ “ 3 “	22,894,392	28,813,015	125,807,208	123,027,181	120,709,140
“ 3 “ “ 4 “	(d) 166,115,315	58,688,832	41,248,032	64,400,556	83,329,716
“ 4 “ “ 5 “	27,102,950	23,269,048	61,432,944	38,065,036	(e) 14,843,934
“ 5 “ “ 6 “	27,431,274	56,761,474	16,800,434	80,065,984	121,572,204
“ 6 “ “ 7 “	48,018,211	47,852,437	85,053,134	7,693,837	9,666,711
“ 7 “ “ 8 “	43,536,309	45,195,423	2,149,999	9,000	182,689
“ 8 “ “ 9 “	563,170	1,066,601	288,999	563,179	1,566,071
“ 9 “ “ 10 “	200,999	1,022,429	1,049,158	365,999	11,000
“ 10 per Cent.	—	40,000	—	—	—
PREFERENTIAL AND GUARANTEED STOCK.					
Nil.	(f) 13,247,323	(g) 17,020,284	(h) 26,236,748	(i) 21,174,784	(j) 22,299,087
Not exceeding 1 per Cent.	1,035,600	28,560	278,880	625,999	166,069
Exceeding 1 and not exceeding 2 per Cent.	1,104,737	3,241,122	2,207,266	3,111,223	1,638,283
“ 2 “ “ 3 “	103,289,086	107,254,740	108,269,485	119,463,229	116,504,754
“ 3 “ “ 4 “	185,509,584	183,900,078	183,294,024	186,599,261	168,946,287
“ 4 “ “ 5 “	91,222,061	91,020,229	86,973,102	81,060,555	84,008,267
“ 5 “ “ 6 “	4,028,122	4,022,739	4,522,739	4,479,754	4,472,014
“ 6 per Cent.	72,000	67,340	67,340	52,000	2,000
LOANS AND DEBENTURE STOCK.					
Nil.	433,465	433,465	433,465	698,582	698,582
Not exceeding 1 per Cent.	777,706	777,706	777,706	1,254,665	1,254,665
Exceeding 1 and not exceeding 2 per Cent.	80,647	50,733	1,636	80,647	80,647
“ 2 “ “ 3 “	167,897,728	179,266,517	173,038,386	173,858,412	179,375,909
“ 3 “ “ 4 “	78,220,182	78,266,785	82,629,383	84,662,238	91,229,449
“ 4 “ “ 5 “	59,486,675	59,480,587	51,627,736	49,840,422	49,732,082
“ 5 “ “ 6 “	1,697,711	1,697,186	1,597,186	1,683,944	1,682,702
“ 6 per Cent.	5,400	5,400	5,400	5,400	5,400

Notes.—Exclusive of New Companies the lines of which were in course of construction.

(a) Includes 1,999,315£. on which dividend accrued only as from 1st July 1899.

(b) “ 803,000£. “ “ “ 1st January 1901.

(c) “ 603,752£. “ “ “ 1st July 1902.

(d) “ 453,999£. “ “ “ 1st July 1898.

(e) “ 1,599,000£. “ “ “ 1st July 1902.

(f) Includes 628,000£. on which dividend accrued from 1st January 1899; and 22,032£. on which dividend does not accrue till 1904.

(g) Includes 22,032£. on which dividend does not accrue till 1904.

(h) Includes 1,600,000£. on which dividend accrued from 1st of January 1901; 25,008£. on which dividend accrued from 1st January 1902; and 22,032£. on which dividend does not accrue till 1904.

(i) Includes 698,720£. on which dividend accrued from 1st January 1902; and 22,032£. on which dividend does not accrue till 1904.

RECEIPTS AND EXPENDITURE.

No. 10.—TOTAL RECEIPTS; TOTAL WORKING EXPENDITURE; and NET RECEIPTS of the RAILWAY COMPANIES of EACH DIVISION of the UNITED KINGDOM, with PER-CENTAGE PROPORTION of EXPENDITURE to RECEIPTS and of NET RECEIPTS to TOTAL SHARE and LOAN CAPITAL, in each of the Years from 1893 to 1902.

Year.	Total Receipts from all Sources.	Total Working Expenditure.	Net Receipts.	Proportion of Working Expenditure to Total Receipts.	Proportion of Net Receipts to Capital.	Proportion of Net Receipts to Capital, exclusive of nominal additions.
ENGLAND AND WALES.						
1893	68,222,304	26,597,281	26,945,215	57	3.93	3.69
1894	71,884,167	46,032,860	31,351,577	57	3.85	4.14
1895	72,791,708	41,126,206	31,665,469	56	3.94	4.12
1896	76,584,966	43,162,668	33,422,287	55	3.97	4.33
1897	79,769,776	45,725,781	34,044,015	57	3.99	4.34
1898	81,780,981	43,177,464	33,603,647	59	3.99	4.33
1899	86,708,096	51,932,103	34,785,993	60	3.66	4.39
1900	83,792,591	55,832,310	33,600,881	63	3.15	4.08
1901	95,733,779	58,349,900	32,384,164	64	3.28	3.98
1902	10,368,174	58,717,999	34,651,105	63	3.45	4.05

SCOTLAND.

1893	9,139,718	4,712,936	4,417,763	52	3.55	4.97
1894	8,981,677	4,791,120	4,279,967	52	3.18	3.85
1895	9,642,288	4,864,615	4,777,671	50	3.50	4.29
1896	10,658,682	5,114,908	4,933,694	51	3.36	4.40
1897	10,459,967	5,384,639	5,064,328	52	3.28	4.44
1898	10,873,318	5,712,860	5,160,452	53	3.25	4.41
1899	11,586,245	6,047,076	5,166,139	54	3.23	4.37
1900	11,903,660	6,594,215	5,018,766	57	3.09	4.11
1901	12,730,084	6,732,926	5,287,768	56	3.14	4.25
1902	12,674,287	6,677,710	5,793,327	55	3.13	4.29

IRELAND.

1893	3,249,870	1,774,888	1,475,777	53	3.60	3.85
1894	3,336,687	1,844,555	1,551,684	54	3.96	3.99
1895	3,438,658	1,895,794	1,602,594	54	4.08	4.12
1896	3,478,604	1,923,787	1,555,717	56	3.92	3.97
1897	3,538,221	1,975,404	1,562,817	56	3.96	4.01
1898	3,693,883	2,070,223	1,623,659	59	3.88	3.93
1899	3,712,844	2,121,536	1,591,336	57	3.97	4.02
1900	3,804,347	2,270,466	1,529,882	60	3.85	3.99
1901	3,834,349	2,407,205	1,427,144	65	3.75	3.77
1902	4,021,379	2,445,319	1,599,870	61	3.99	3.99

UNITED KINGDOM.

1893	80,643,292	45,296,119	34,966,773	57	3.68	3.97
1894	84,310,281	47,208,315	37,162,228	55	3.77	4.20
1895	85,222,702	47,878,637	38,046,065	54	3.80	4.27
1896	90,119,122	50,192,626	39,626,886	55	3.98	4.33
1897	93,737,034	53,062,804	40,633,250	57	3.75	4.24
1898	96,352,591	55,960,543	40,291,908	58	3.25	4.24
1899	101,667,060	60,666,887	41,571,378	59	3.61	4.26
1900	104,801,838	64,742,323	40,059,338	62	3.41	4.05
1901	109,038,315	67,489,739	38,669,076	63	3.27	3.88
1902	109,688,720	67,841,235	41,688,592	62	3.42	4.05

RECEIPTS FROM EACH CLASS OF TRAFFIC.

No. 11.—AMOUNT OF RECEIPTS OF RAILWAY COMPANIES in each division of the UNITED KINGDOM distinguishing receipts from PASSENGER TRAFFIC; GOODS TRAFFIC; STEAMBOATS, CANALS, HARBOURS AND DOCKS; AND from MISCELLANEOUS sources in each year from 1893 to 1902.

YEAR.	Passenger Traffic.	Goods Traffic.	Total from Traffic.	Steamboats, Canals, Harbours, and Docks.	Miscellaneous (Rents, Tolls, Hotels, &c.).	TOTAL.
ENGLAND AND WALES.						
	£	£	£	£	£	£
1893	20,505,126	24,348,820	64,845,945	3,903,349		68,749,294
1894	21,024,969	25,857,298	67,882,166	4,041,960		71,924,127
1895	21,557,774	27,814,841	69,372,615	4,080,686		73,453,301
1896	22,247,758	28,953,840	71,201,597	4,378,239		75,579,836
1897	24,461,905	30,205,903	74,667,807	4,962,706		79,630,513
1898	25,537,331	31,484,228	77,021,559	4,798,817		81,820,376
1899	27,225,749	34,185,881	81,411,630	5,285,285		86,696,915
1900	28,633,679	35,339,962	83,973,641	5,418,860		89,392,501
1901	29,608,359	36,884,836	86,493,195	3,257,761	2,672,314	90,723,270
1902	30,413,931	37,303,780	87,717,711	3,727,691	2,992,082	92,368,104
SCOTLAND.						
	£	£	£	£	£	£
1893	3,607,149	5,104,854	8,712,003	328,718		9,040,721
1894	3,791,677	5,443,258	9,234,935	330,343		9,565,278
1895	3,832,239	5,433,737	9,265,976	356,890		9,622,866
1896	4,004,434	5,661,369	9,665,803	379,939		10,045,742
1897	4,196,872	5,846,882	10,043,754	385,283		10,429,037
1898	4,366,182	6,105,841	10,472,023	411,563		10,883,586
1899	4,540,353	6,388,084	10,928,437	447,818		11,376,255
1900	4,715,082	6,482,683	11,197,765	455,725		11,653,490
1901	5,013,633	6,375,794	11,389,427	171,545	499,219	12,059,666
1902	4,880,704	6,575,067	11,455,771	181,781	438,685	12,075,237
IRELAND.						
	£	£	£	£	£	£
1893	1,737,145	1,468,961	3,206,105	55,544		3,261,649
1894	1,799,111	1,568,929	3,368,040	57,854		3,425,894
1895	1,841,999	1,566,200	3,408,199	53,360		3,461,559
1896	1,888,653	1,585,957	3,474,610	64,784		3,539,394
1897	1,839,847	1,614,505	3,454,352	68,829		3,523,181
1898	1,900,631	1,628,690	3,529,321	64,091		3,593,412
1899	1,963,866	1,672,139	3,636,005	72,459		3,708,464
1900	2,034,717	1,698,809	3,733,526	79,721		3,813,247
1901	2,007,273	1,694,837	3,702,110	14,521	117,718	3,834,349
1902	2,086,060	1,737,902	3,823,962	15,497	126,920	3,966,379
UNITED KINGDOM.						
	£	£	£	£	£	£
1893	20,540,449	24,917,781	64,943,088	3,958,863		68,901,951
1894	21,056,646	25,970,577	67,027,223	4,072,303		71,099,526
1895	21,589,713	27,886,618	69,476,331	4,137,676		73,614,007
1896	22,272,202	29,015,729	71,287,931	4,388,128		75,676,059
1897	24,488,777	30,261,811	74,750,588	4,978,515		79,729,103
1898	25,574,512	31,495,939	77,070,451	4,818,634		81,889,085
1899	27,251,124	34,198,022	81,449,146	5,341,103		86,790,249
1900	28,666,368	35,351,911	84,018,279	5,480,645		89,498,924
1901	29,621,992	36,896,633	86,518,625	3,429,306	2,791,014	90,738,945
1902	30,419,632	37,311,682	87,731,314	3,909,478	3,052,687	92,693,679

PASSENGER TRAFFIC—DETAILS.

No. 12.—COMPARISON OF RECEIPTS (I.) FROM PASSENGER TRAFFIC AND (II.) FROM GOODS TRAFFIC.

I.—FROM PASSENGER TRAFFIC in each of the Years from 1893 to 1902.

YEAR.	Receipts from Passenger Traffic.						TOTAL.
	Receipts from Passengers.					Excess Luggage, Parcels, Carriage, Horses, Dogs, and Mules.	
	1st Class.	2nd Class.	3rd Class and Parli- mentary.	Holders of Season or Periodical Tickets.	TOTAL.		
ENGLAND AND WALES.							
1893	2,728,580	1,775,069	19,432,022	2,279,202	26,212,683	4,482,502	30,695,185
1894	2,465,593	1,694,515	19,564,859	2,327,352	26,446,319	4,579,502	31,025,821
1895	2,537,429	1,653,965	20,344,237	2,431,232	26,973,733	4,711,591	31,685,324
1896	2,625,717	1,785,340	21,202,323	2,608,387	28,181,967	5,005,791	33,187,758
1897	2,766,677	2,061,875	22,737,260	2,654,590	29,172,992	5,588,465	34,761,457
1898	2,695,619	2,340,383	22,320,530	2,784,803	30,141,333	5,444,208	35,585,541
1899	2,943,325	2,563,292	23,277,374	2,915,735	31,540,726	5,684,564	37,225,290
1900	2,882,645	2,742,596	24,915,398	2,027,373	32,697,817	5,865,362	38,563,179
1901	2,924,287	2,803,975	24,684,219	2,147,175	32,559,667	6,165,102	38,724,769
1902	2,988,505	2,603,361	24,788,136	2,272,681	32,652,683	6,806,778	40,459,461
SCOTLAND.							
1893	346,578	12,451	2,315,297	847,432	2,911,658	691,113	3,602,771
1894	330,708	—	2,418,734	956,666	3,006,108	695,369	3,701,477
1895	338,437	—	2,466,160	966,041	3,097,618	734,701	3,832,319
1896	340,405	—	2,618,663	988,981	3,244,044	770,453	4,014,497
1897	339,869	—	2,758,920	969,734	3,468,523	788,589	4,257,112
1898	343,702	—	2,875,688	931,947	3,546,337	806,345	4,352,682
1899	360,231	—	2,996,780	947,339	3,794,400	825,793	4,620,193
1900	383,116	—	3,066,877	954,582	3,828,580	888,633	4,717,213
1901	431,287	—	3,266,817	961,716	4,459,820	929,934	5,389,754
1902	403,255	—	3,167,684	969,174	4,390,113	950,684	5,340,797
IRELAND.							
1893	162,806	287,619	878,097	62,174	1,390,710	345,455	1,736,165
1894	164,429	277,266	960,572	64,136	1,406,403	351,088	1,757,491
1895	168,573	280,284	968,770	68,969	1,426,596	385,563	1,812,159
1896	167,027	279,780	968,102	62,449	1,407,358	396,574	1,803,932
1897	161,506	284,743	975,720	62,556	1,434,525	435,462	1,870,007
1898	161,546	244,784	1,019,526	64,234	1,490,090	412,627	1,902,717
1899	166,266	245,787	1,057,223	67,460	1,537,396	430,870	1,968,266
1900	166,223	243,912	1,112,027	69,527	1,591,789	442,898	2,034,687
1901	165,379	233,568	1,085,215	70,467	1,554,569	447,680	2,002,249
1902	167,994	242,137	1,163,072	71,877	1,644,080	422,618	2,066,698
UNITED KINGDOM.							
1893	3,091,086	2,075,179	22,682,314	2,386,542	30,235,119	5,222,959	35,458,078
1894	2,965,790	1,978,451	23,276,324	2,448,124	30,668,689	5,392,959	36,061,648
1895	3,034,649	1,935,659	23,796,137	2,700,202	31,026,647	5,535,195	36,561,842
1896	3,133,149	2,026,180	24,786,290	2,914,767	32,859,386	6,234,520	39,093,906
1897	3,219,682	2,306,318	25,466,380	2,627,220	33,619,600	6,482,154	40,101,754
1898	3,290,867	2,335,627	26,216,247	2,780,713	34,623,457	6,663,896	41,287,353
1899	3,379,632	2,393,079	27,371,437	2,831,864	36,784,992	6,951,627	43,736,619
1900	3,433,979	2,998,510	28,215,642	3,431,064	38,169,195	7,297,366	45,466,561
1901	3,320,263	3,101,463	28,000,349	3,573,378	38,096,453	7,583,812	45,680,265
1902	3,559,256	3,286,438	29,064,296	3,713,732	39,623,722	7,769,880	47,393,602

No. 12.—COMPARISON OF RECEIPTS (I.) FROM PASSENGER TRAFFIC AND (II.) FROM GOODS TRAFFIC—continued.

II.—From GOODS TRAFFIC, and PROPORTION OF RECEIPTS FROM PASSENGER AND GOODS TRAFFIC, in each of the Years from 1893 to 1902.

Year.	Receipts from Goods Traffic.				Total from Passenger and Goods Traffic.	Proportion of Receipts from Passenger and Goods Traffic.	
	Minerals.	General Merchandise.	Live Stock.	Total Goods Traffic.		Passenger.	Goods.

ENGLAND AND WALES.							
	£	£	£	£	£	Per cent.	Per cent.
1893	13,800,710	11,038,904	871,568	25,710,182	64,815,935	47	53
1894	15,745,111	10,190,413	881,569	26,817,093	67,885,193	46	54
1895	15,414,154	20,705,907	897,787	37,017,848	68,769,722	45	54
1896	16,004,245	22,044,132	830,492	38,878,869	72,000,627	46	54
1897	16,701,448	22,743,535	856,622	40,301,605	74,807,079	46	54
1898	17,132,438	23,688,384	883,476	41,704,300	77,071,684	46	54
1899	18,048,340	24,445,845	892,796	43,386,981	81,412,821	46	54
1900	19,328,619	24,916,897	896,322	45,141,838	83,973,641	46	54
1901	18,972,234	25,472,836	848,749	45,293,819	84,935,605	47	53
1902	20,092,894	25,305,370	907,935	46,306,199	86,719,431	47	53

SCOTLAND.							
	£	£	£	£	£	Per cent.	Per cent.
1893	2,487,734	2,480,791	220,541	5,189,066	8,802,605	41	59
1894	2,391,519	2,349,578	232,611	4,973,708	8,644,735	43	57
1895	2,587,524	2,537,521	239,183	5,364,228	9,386,656	41	59
1896	2,691,568	2,747,364	222,712	5,661,644	9,675,833	41	59
1897	2,760,285	2,889,466	232,784	5,882,535	10,043,674	42	58
1898	2,828,741	2,943,498	282,842	6,155,081	10,611,763	42	58
1899	2,845,603	3,059,885	328,516	6,233,004	10,738,387	42	58
1900	3,148,881	3,020,237	292,575	6,461,693	11,147,285	42	58
1901	3,048,202	3,066,567	328,947	6,443,716	11,399,029	44	56
1902	3,171,385	3,137,203	248,179	6,556,767	11,453,771	43	57

IRELAND.							
	£	£	£	£	£	Per cent.	Per cent.
1893	120,250	1,030,928	267,130	1,418,308	2,194,135	33	67
1894	170,988	1,104,330	299,884	1,575,202	2,337,633	34	66
1895	175,037	1,119,461	280,090	1,574,588	2,497,269	33	67
1896	176,338	1,109,202	269,007	1,554,547	2,483,730	34	66
1897	194,327	1,139,135	283,533	1,617,000	2,474,492	34	66
1898	184,231	1,103,405	288,438	1,576,074	2,522,351	34	66
1899	200,434	1,115,490	295,985	1,611,909	2,646,375	34	66
1900	198,210	1,108,234	305,165	1,611,609	2,733,624	34	66
1901	200,407	1,212,628	270,687	1,683,722	2,708,119	34	66
1902	210,690	1,237,807	326,375	1,774,872	2,885,942	34	66

UNITED KINGDOM.							
	£	£	£	£	£	Per cent.	Per cent.
1893	16,020,743	22,208,226	1,092,109	49,321,078	73,844,666	47	53
1894	18,116,938	22,808,990	1,114,180	52,039,108	76,574,500	46	54
1895	18,175,535	24,401,682	1,167,068	53,744,285	81,399,947	45	54
1896	18,990,794	25,901,435	1,243,114	56,135,343	83,298,200	46	54
1897	19,745,566	26,796,973	1,373,989	57,916,528	85,375,236	46	54
1898	20,253,373	27,583,188	1,373,971	59,210,532	91,048,038	46	54
1899	21,834,477	28,461,520	1,428,597	61,724,594	96,351,368	46	54
1900	22,970,684	29,165,168	1,434,702	63,570,554	98,834,222	45	54
1901	22,927,150	29,383,119	1,333,303	63,643,572	99,395,434	47	53
1902	23,483,969	29,790,079	1,483,630	64,757,678	102,061,164	46	54

* Including receipts amounting to 706£, not classified.

† Including receipts amounting to 125£, not classified.

PASSENGER JOURNEYS AND TONNAGE.

No 13.—COMPARISON OF NUMBERS OF PASSENGER-JOURNEYS, NUMBER OF SEASON-TICKET HOLDERS, and TONNAGE of GOODS and MINERALS conveyed, in each of the Years from 1893 to 1902.

Year.	PASSENGERS.				Holders of Season or Periodical Tickets.†	Minerals.	General Merchandise.
	1st Class.	2nd Class.	3rd Class and Paraffin-Machinery.	TOTAL.			
ENGLAND AND WALES.							
1893	34,409,438	55,287,414	689,286,843	799,394,215	1,468,562	Tons. 172,238,898 + 12,737	Tons. 72,832,568
1894	34,367,339	55,511,520	723,930,889	894,140,908	1,074,948	202,918,543	77,321,812
1895	34,366,545	55,602,683	738,602,328	926,921,956	1,081,874	206,272,270	80,048,772
1896	33,466,477	55,088,265	773,885,562	960,660,304	1,144,941	212,376,413	87,587,888
1897	33,526,020	55,780,893	812,743,526	996,050,471	1,164,954	223,688,737 + 6,980	92,780,788
1898	33,502,685	55,185,612	838,183,270	992,171,467	1,156,437	229,769,608 + 1,990	95,814,978
1899	33,688,583	54,531,244	867,460,899	995,680,726	1,395,944	240,801,147	101,269,236
1900	33,440,399	55,157,876	899,831,713	993,430,960	1,610,754	256,993,399	102,628,842
1901	33,263,090	55,236,604	928,038,790	1,021,178,684	1,740,972	248,050,148	102,666,738
1902	33,519,341	55,357,824	963,936,874	1,041,282,639	2,009,782	267,813,622	103,488,901
SCOTLAND.							
1893	4,950,514	431,178	75,885,384	80,127,776	76,449	84,503,590	9,329,540
1894	4,858,382	—	78,778,149	83,736,531	78,962	90,188,581	9,380,427
1895	3,846,839	—	82,694,436	86,541,275	83,784	58,668,076	10,448,835
1896	4,327,544	—	89,368,815	93,696,359	89,118	60,669,162	10,890,464
1897	4,426,260	—	101,064,471	105,490,731	91,448	63,990,390	11,175,681
1898	4,718,624	—	109,389,421	114,108,045	160,176	65,449,754	11,618,638
1899	4,070,169	—	114,706,473	118,776,642	165,652	66,319,949	12,124,945
1900	3,376,684	—	116,826,418	122,203,102	162,242	67,979,737	12,575,764
1901	3,636,682	—	118,487,690	124,363,718	163,810	67,493,397	12,294,336
1902	3,519,184	—	113,536,938	118,743,968	2,79,600	66,990,799	12,447,630
IRELAND.							
1893	1,487,610	4,361,945	17,923,468	23,773,023	20,865	1,664,366 + 37,719	3,092,245
1894	1,533,965	4,380,164	18,731,154	24,645,287	30,351	1,860,877 + 41,411	3,289,187
1895	1,632,492	4,768,776	19,511,280	26,345,548	36,199	1,861,619	3,367,835
1896	1,628,877	4,368,877	20,534,776	26,532,579	36,199	1,860,660	3,514,688
1897	1,619,386	3,973,276	20,478,651	25,060,393	36,199	1,638,513	3,508,017
1898	1,616,641	4,014,316	21,102,305	26,682,264	35,422	1,559,396	3,554,112
1899	1,640,991	3,973,827	21,888,815	27,413,633	35,869	1,569,103	3,617,074
1900	1,656,145	3,927,853	22,226,117	27,840,115	36,868	1,513,476	3,637,334
1901	1,623,860	3,627,805	21,868,158	25,123,822	34,324	1,577,040	3,561,826
1902	1,672,102	3,664,685	23,105,864	28,410,468	2,12,158	1,633,734	3,616,358
UNITED KINGDOM.							
1893	36,048,982	59,669,640	783,188,420	939,177,002	1,074,876	267,358,368 + 30,446	85,454,493
1894	36,831,610	60,181,714	821,430,202	958,443,526	1,184,861	281,313,353 + 41,411	90,102,990
1895	36,000,040	58,567,826	841,211,044	999,779,909	1,194,837	249,305,545	93,865,626
1896	31,362,468	55,578,783	888,604,123	975,545,433	1,263,933	254,671,184	100,796,825
1897	32,497,673	55,780,893	930,129,878	1,018,440,249	1,389,528	268,972,600 + 6,980	107,460,960
1898	33,037,100	55,185,612	963,673,396	1,062,911,116	1,383,945	267,778,462 + 1,990	109,384,638
1899	34,208,682	54,531,244	1,000,966,282	1,160,696,208	1,537,781	256,611,120	117,011,820
1900	34,318,809	55,088,265	1,038,878,245	1,148,285,686	1,748,994	260,869,083	118,569,430
1901	34,632,141	55,236,604	1,066,918,999	1,177,805,900	1,879,136	268,692,644	117,922,797
1902	34,932,377	55,357,824	1,090,636,793	1,280,927,000	2,009,782	270,011,196	116,591,439

* Not classified.

† Including workmen's weekly tickets.

‡ For 1902 the equivalent number of holders of annual tickets is given. In previous years the returns were not wholly but only partially on this basis; they are as regards the year 1902, on a uniform basis.

No. 14.—COMPARISON OF NUMBER OF MILES TRAVELLED by PASSENGER, GOODS, and MIXED TRAINS in each of the Years from 1893 to 1902.

Year.	Miles Travelled.			
	By Passenger Trains.	By Goods Trains.	By Mixed Trains.	Total.
1893	146,556,859	116,294,126	447,780	263,298,765
1894	150,447,347	127,463,714	437,814	278,348,875
1895	153,816,439	127,346,690	383,792	281,546,921
1896	159,028,787	132,824,643	289,690	292,143,120
1897	161,930,387	138,222,276	407,264	300,559,927
1898	171,694,189	143,156,543	337,118	315,187,850
1899	173,634,868	146,067,527	416,439	320,118,834
1900	182,601,719	153,227,621	420,669	336,250,009
1901	185,333,635	144,720,704	433,112	330,487,451
1902	189,437,631	142,912,926	423,193	332,773,750

ENGLAND AND WALES.

1893	146,556,859	116,294,126	447,780	263,298,765
1894	150,447,347	127,463,714	437,814	278,348,875
1895	153,816,439	127,346,690	383,792	281,546,921
1896	159,028,787	132,824,643	289,690	292,143,120
1897	161,930,387	138,222,276	407,264	300,559,927
1898	171,694,189	143,156,543	337,118	315,187,850
1899	173,634,868	146,067,527	416,439	320,118,834
1900	182,601,719	153,227,621	420,669	336,250,009
1901	185,333,635	144,720,704	433,112	330,487,451
1902	189,437,631	142,912,926	423,193	332,773,750

SCOTLAND.

1893	19,751,684	18,064,722	2,115,972	39,932,488
1894	20,068,822	17,525,817	2,188,474	39,783,113
1895	20,923,418	18,527,896	2,291,962	41,743,276
1896	21,628,727	20,048,115	—	41,676,842
1897	26,416,335	20,456,447	—	46,872,782
1898	25,974,730	21,114,699	—	47,089,429
1899	27,528,633	21,473,689	—	49,002,322
1900	27,625,569	21,688,813	—	49,314,382
1901	27,239,833	21,165,599	—	48,405,432
1902	27,444,583	21,445,267	—	48,889,850

IRELAND.

1893	9,868,079	4,429,162	1,131,843	15,429,084
1894	9,864,843	4,799,672	1,096,191	15,760,706
1895	9,464,823	4,737,197	1,583,009	15,785,029
1896	9,563,540	4,808,320	1,623,903	16,000,763
1897	9,520,222	4,932,259	1,693,044	16,145,525
1898	10,099,044	5,062,746	1,657,296	16,819,086
1899	10,347,617	5,119,124	1,836,938	17,303,679
1900	10,454,967	5,224,750	1,879,999	17,559,716
1901	10,819,279	5,376,025	1,846,282	18,041,586
1902	10,984,993	5,348,239	1,368,282	17,701,514

UNITED KINGDOM.

1893	177,365,267	141,762,020	3,095,535	322,222,822
1894	179,820,532	149,480,963	3,794,479	333,095,974
1895	184,134,599	150,874,692	4,222,765	339,232,056
1896	188,961,034	157,740,687	2,004,443	348,706,164
1897	193,199,034	163,008,381	2,067,368	358,274,783
1898	200,597,026	162,222,027	1,994,264	364,813,317
1899	216,641,053	177,559,716	2,043,672	394,244,441
1900	220,668,287	180,043,794	1,991,783	402,703,764
1901	224,661,369	175,963,389	1,779,396	399,394,154
1902	228,556,367	169,766,423	1,796,696	399,119,486

WORKING EXPENDITURE—DETAILS.

No. 15.—WORKING EXPENDITURE OF RAILWAY COMPANIES in each division.

	1893.	1904.	1895.	1896.	1897.
ENGLAND AND WALES.					
Maintenance of Way, Works, &c.	£ 8,022,016	£ 6,277,592	£ 6,164,817	£ 5,975,136	£ 5,725,491
Locomotive Power	10,574,453	7,771,731	7,725,112	7,105,744	6,741,273
Repairs and Renewals of Carriages and Waggon	5,075,711	5,855,513	5,855,513	5,677,719	5,640,999
Traffic Expenses	12,250,025	12,870,888	12,870,888	12,904,052	12,841,138
General Charges	1,691,006	1,700,872	1,561,002	1,507,647	1,490,281
Rates and Taxes	3,499,223	2,500,130	2,500,130	2,500,526	2,544,581
Government Duty	256,775	259,344	259,344	259,344	259,344
Compensation { To Employers For Personal Injury to Passengers For Damage to, or Loss of, Goods	328,453	329,545	329,545	329,467	329,545
Legal and Parliamentary Expenses	594,703	594,703	594,703	594,703	594,703
Miscellaneous	893,513	893,513	893,513	893,513	893,513
Expenditure not allocated	77,336	77,336	77,336	77,336	77,336
TOTAL, exclusive of Steamboat, Dock, Harbour and Canal Expenditure	37,681,611*	36,841,245*	36,867,115*	35,995,437*	35,171,480*
Steamboat, Dock, Harbour and Canal Expenditure	1,795,689	5,411,215	5,393,154	5,944,102	5,419,798
GRAND TOTAL	39,477,301*	42,252,460*	42,260,269*	41,939,539*	40,591,278*
SCOTLAND.					
Maintenance of Way, Works, &c.	£ 668,974	£ 775,036	£ 765,719	£ 646,493	£ 660,298
Locomotive Power	1,390,774	1,224,065	1,300,132	1,266,906	1,240,571
Repairs and Renewals of Carriages and Waggon	880,359	480,576	567,899	590,604	622,266
Traffic Expenses	1,411,269	1,471,689	1,551,662	1,614,116	1,697,738
General Charges	195,595	195,595	195,595	195,595	195,595
Rates and Taxes	322,876	322,876	322,876	322,876	322,876
Government Duty	31,823	31,823	31,823	31,823	31,823
Compensation { To Employers For Personal Injury to Passengers For Damage to, or Loss of, Goods	12,685	12,685	12,685	12,685	12,685
Legal and Parliamentary Expenses	35,710	35,710	35,710	35,710	35,710
Miscellaneous	221,395	134,570	134,570	134,570	134,570
TOTAL, exclusive of Steamboat, Dock, Harbour and Canal Expenditure	4,687,237	4,565,146	4,776,433	5,025,185	5,284,088
Steamboat, Dock, Harbour and Canal Expenditure	895,395	135,704	93,722	54,760	69,000
GRAND TOTAL	5,582,632	4,700,850	4,870,155	5,079,945	5,353,088
IRELAND.					
Maintenance of Way, Works, &c.	£ 415,751	£ 491,790	£ 478,487	£ 440,336	£ 466,057
Locomotive Power	409,697	361,646	369,723	369,665	355,613
Repairs and Renewals of Carriages and Waggon	141,595	145,659	160,774	167,752	182,019
Traffic Expenses	865,038	834,689	879,739	898,831	1,005,521
General Charges	132,506	132,506	118,122	130,315	133,139
Rates and Taxes	34,999	37,815	40,890	46,670	46,773
Government Duty	—	—	—	—	—
Compensation { To Employers For Personal Injury to Passengers For Damage to, or Loss of, Goods	5,530	7,859	5,589	5,919	4,591
Legal and Parliamentary Expenses	14,711	15,779	15,779	15,779	15,779
Miscellaneous	15,515	35,913	15,515	17,774	35,913
TOTAL, exclusive of Steamboat, Dock, Harbour and Canal Expenditure	3,718,228	4,035,626	4,035,626	4,009,640	4,205,013
Steamboat, Dock, Harbour and Canal Expenditure	12,054	50,919	50,917	22,441	22,252
GRAND TOTAL	3,730,282	4,086,545	4,086,543	4,032,081	4,227,265
UNITED KINGDOM.					
Maintenance of Way, Works, &c.	£ 9,145,780	£ 7,500,025	£ 7,696,130	£ 7,107,545	£ 6,825,559
Locomotive Power	15,239,559	10,771,471	12,524,027	12,899,595	12,122,789
Repairs and Renewals of Carriages and Waggon	5,991,555	5,991,555	6,075,139	5,788,316	5,771,349
Traffic Expenses	14,539,783	14,995,799	14,995,799	15,004,052	14,995,799
General Charges	1,991,006	1,991,006	1,991,006	1,991,006	1,991,006
Rates and Taxes	3,499,223	2,500,130	2,500,130	2,500,526	2,544,581
Government Duty	256,775	259,344	259,344	259,344	259,344
Compensation { To Employers For Personal Injury to Passengers For Damage to, or Loss of, Goods	328,453	329,545	329,545	329,467	329,545
Legal and Parliamentary Expenses	594,703	594,703	594,703	594,703	594,703
Miscellaneous	893,513	893,513	893,513	893,513	893,513
Expenditure not allocated	77,336	77,336	77,336	77,336	77,336
TOTAL, exclusive of Steamboat, Dock, Harbour and Canal Expenditure	37,681,611*	36,841,245*	36,867,115*	35,995,437*	35,171,480*
Steamboat, Dock, Harbour and Canal Expenditure	1,795,689	5,411,215	5,393,154	5,944,102	5,419,798
GRAND TOTAL	39,477,301*	42,252,460*	42,260,269*	41,939,539*	40,591,278*

* Total, less amount received by the North London Company for working other lines. The amount received was, 1893, £24,354; 1904, £25,679; 1895, £24,685; 1896, £25,001; 1897, £25,652; 1898, £26,052; 1899, £26,063; 1900, £26,065; 1901, £26,068; 1902, £26,071.

WORKING EXPENDITURE—DETAILS.

of the United Kingdom in each of the Years from 1893 to 1903.

1898	1899	1900	1901	1902	
ENGLAND AND WALES.					
£.	£.	£.	£.	£.	Maintenance of Way, Works, &c.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Locomotive Power.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Repairs and Renewals of Carriages and Waggon.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Traffic Expenses.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	General Charges.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Rates and Taxes.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Government Duty.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Compensation: To Employees.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	For Personal Injury to Passengers.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	For Damage to, or Loss of, Goods.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Legal and Parliamentary Expenses.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Miscellaneous.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Expenditure not allocated.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	TOTAL, exclusive of Steamboat, Dock, Harbour and Canal Expenditure.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Steamboat, Dock, Harbour and Canal Expenditure.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	GRAND TOTAL.
SCOTLAND.					
£.	£.	£.	£.	£.	Maintenance of Way, Works, &c.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Locomotive Power.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Repairs and Renewals of Carriages and Waggon.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Traffic Expenses.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	General Charges.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Rates and Taxes.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Government Duty.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Compensation: To Employees.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	For Personal Injury to Passengers.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	For Damage to, or Loss of, Goods.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Legal and Parliamentary Expenses.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Miscellaneous.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Expenditure not allocated.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	TOTAL, exclusive of Steamboat, Dock, Harbour and Canal Expenditure.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Steamboat, Dock, Harbour and Canal Expenditure.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	GRAND TOTAL.
IRELAND.					
£.	£.	£.	£.	£.	Maintenance of Way, Works, &c.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Locomotive Power.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Repairs and Renewals of Carriages and Waggon.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Traffic Expenses.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	General Charges.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Rates and Taxes.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Government Duty.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Compensation: To Employees.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	For Personal Injury to Passengers.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	For Damage to, or Loss of, Goods.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Legal and Parliamentary Expenses.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Miscellaneous.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Expenditure not allocated.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	TOTAL, exclusive of Steamboat, Dock, Harbour and Canal Expenditure.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Steamboat, Dock, Harbour and Canal Expenditure.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	GRAND TOTAL.
UNITED KINGDOM.					
£.	£.	£.	£.	£.	Maintenance of Way, Works, &c.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Locomotive Power.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Repairs and Renewals of Carriages and Waggon.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Traffic Expenses.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	General Charges.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Rates and Taxes.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Government Duty.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Compensation: To Employees.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	For Personal Injury to Passengers.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	For Damage to, or Loss of, Goods.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Legal and Parliamentary Expenses.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Miscellaneous.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Expenditure not allocated.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	TOTAL, exclusive of Steamboat, Dock, Harbour and Canal Expenditure.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	Steamboat, Dock, Harbour and Canal Expenditure.
1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	GRAND TOTAL.

† This figure does not compare with those for previous years owing to a change made in the mode of treating receipts from and expenditure on hotels. The above figures in each case being given as 1904.

RECEIPTS UNDER VARIOUS HEADS PER MILE OPEN.

No. 16.—COMPARISON of RECEIPTS per Mile of Railway open, from Passenger and Goods Traffic, in each of the Years from 1893 to 1902.

Year.	Passenger Traffic.							Goods Traffic.			Total from Passenger and Goods Traffic.
	1st Class.	2nd Class.	3rd Class and Pullman.	Season Ticket Holders.	TOTAL.	Excess Luggage, Parcels, Carriages, Horses, Dogs, and Mails.	Total from Passenger Traffic.	Minerals.	General Merchandise.	Total from Goods Traffic.*	
ENGLAND AND WALES.											
1893	175	128	1,346	128	1,808	311	2,119	856	1,263	2,319	4,438
1894	179	136	1,373	160	1,879	315	2,194	1,083	1,380	2,463	4,657
1895	173	113	1,399	166	1,841	322	2,163	1,022	1,413	2,435	4,598
1896	178	123	1,442	175	1,903	344	2,247	1,052	1,400	2,452	4,699
1897	183	130	1,468	179	1,960	357	2,317	1,153	1,533	2,686	4,993
1898	180	136	1,487	186	2,009	363	2,372	1,148	1,595	2,743	5,115
1899	189	171	1,543	194	2,097	378	2,475	1,249	1,638	2,887	5,362
1900	190	181	1,581	199	2,151	383	2,534	1,285	1,661	2,946	5,480
1901	191	187	1,602	206	2,185	402	2,587	1,239	1,638	2,877	5,464
1902	195	190	1,676	213	2,207	414	2,621	1,205	1,648	2,853	5,474

SCOTLAND.

1893	108	4	730	78	907	215	1,122	774	772	1,546	2,708
1894	104	-	726	77	904	208	1,112	692	784	1,476	2,587
1895	104	-	744	80	925	219	1,144	772	787	1,559	2,773
1896	100	-	773	84	957	227	1,184	794	810	1,604	2,893
1897	99	-	800	90	990	229	1,219	801	838	1,639	2,944
1898	99	-	837	95	1,021	232	1,253	843	847	1,690	3,040
1899	104	-	851	100	1,055	240	1,295	858	874	1,732	3,133
1900	116	-	886	102	1,096	255	1,351	904	875	1,779	3,129
1901	121	-	904	102	1,147	261	1,408	890	860	1,750	3,158
1902	113	-	893	103	1,096	266	1,362	890	882	1,772	3,134

IRELAND.

1893	54	96	203	21	454	117	571	44	284	325	1,099
1894	54	91	206	21	472	119	591	56	268	315	1,096
1895	53	89	200	20	453	122	575	53	280	333	1,078
1896	53	86	201	20	460	125	585	55	240	295	1,071
1897	51	80	208	20	459	120	579	61	250	310	1,089
1898	51	77	221	20	469	120	589	61	260	313	1,113
1899	53	77	223	21	474	126	600	63	270	326	1,146
1900	52	77	249	22	500	130	630	61	277	334	1,173
1901	52	74	258	22	498	140	638	64	278	326	1,154
1902	52	75	262	22	512	141	653	68	285	346	1,209

UNITED KINGDOM.

1893	147	100	1,096	128	1,463	368	1,736	795	1,124	1,899	3,732
1894	142	94	1,113	127	1,479	369	1,745	867	1,126	2,073	3,820
1895	143	92	1,124	126	1,480	375	1,754	828	1,153	2,080	3,834
1896	147	97	1,163	137	1,543	390	1,830	890	1,217	2,170	4,000
1897	150	108	1,189	141	1,558	392	1,890	921	1,247	2,223	4,113
1898	148	119	1,210	147	1,624	398	1,962	955	1,274	2,273	4,235
1899	155	139	1,237	154	1,696	320	2,015	1,006	1,330	2,336	4,351
1900	157	137	1,261	158	1,743	333	2,076	1,016	1,334	2,447	4,523
1901	160	146	1,266	162	1,771	341	2,112	1,007	1,331	2,338	4,511
1902	161	149	1,311	168	1,789	350	2,139	1,060	1,341	2,401	4,540

* Including receipts for the carriage of Live Stock.

RECEIPTS PER TRAIN MILE AND PER MILE OPEN.

No. 17.—COMPARISON OF TOTAL RAILWAY RECEIPTS from Passenger Traffic and from Goods Traffic, per Train Mile and per Mile of Open Railway, of Railway Companies in each of the Years from 1883 to 1902.

Year.	Per Train Mile.				Per Open Mile of Railway.			
	England and Wales.	Scotland.	Ireland.	United Kingdom.	England and Wales.	Scotland.	Ireland.	United Kingdom.

FROM PASSENGER TRAFFIC.

	£.	£.	£.	£.	£.	£.	£.	£.
1883 -	*40-28	*40-60	*43-08	*48-90	2,113	1,222	581	1,736
1884 -	*40-00	*40-94	*43-59	*48-34	2,134	1,212	583	1,745
1885 -	*40-47	*40-58	*44-27	*48-29	2,168	1,144	580	1,704
1886 -	*40-93	*40-87	*43-25	*48-49	2,200	1,184	585	1,839
1887 -	*40-86	*38-08	*43-80	*48-00	2,220	1,218	587	1,890
1888 -	*40-72	*38-61	*41-93	*48-00	2,272	1,223	589	1,882
1889 -	*30-01	*30-50	*43-17	*48-36	2,478	1,365	620	2,036
1890 -	*30-42	*41-87	*44-38	*48-08	2,544	1,338	629	2,076
1891 -	*30-88	*43-15	*42-71	*40-64	2,597	1,406	626	2,112
1892 -	*30-22	*42-07	*43-97	*40-59	2,631	1,323	653	2,183

FROM GOODS TRAFFIC.

	£.	£.	£.	£.	£.	£.	£.	£.
1883 -	*69-08	*66-05	*71-92	*80-27	2,378	1,624	488	1,886
1884 -	*69-62	*66-30	*72-43	*80-27	2,534	1,685	515	2,076
1885 -	*69-91	*68-24	*73-44	*80-81	2,525	1,628	494	2,060
1886 -	*70-42	*67-77	*71-47	*70-12	2,618	1,630	489	2,170
1887 -	*70-14	*68-00	*73-41	*70-04	2,736	1,596	510	2,233
1888 -	*69-38	*68-40	*75-90	*69-68	2,784	1,577	523	2,273
1889 -	*70-28	*68-94	*78-81	*70-29	2,997	1,768	526	2,402
1890 -	*70-90	*71-36	*74-18	*71-06	2,985	1,846	584	2,447
1891 -	*73-41	*72-80	*72-44	*78-35	2,983	1,790	528	2,399
1892 -	*77-62	*73-58	*78-77	*77-08	3,015	1,837	526	2,468

FROM PASSENGER AND GOODS TRAFFIC.

	£.	£.	£.	£.	£.	£.	£.	£.
1883 -	54-34	53-60	52-50	57-13	4,421	2,738	1,668	3,722
1884 -	58-54	52-51	52-45	57-06	4,439	2,697	1,666	3,820
1885 -	59-61	53-30	53-01	57-45	4,689	2,772	1,674	3,814
1886 -	59-10	53-88	50-40	57-93	4,909	2,803	1,674	4,009
1887 -	58-99	51-32	50-81	57-64	5,093	2,914	1,697	4,223
1888 -	58-62	52-10	50-69	57-48	5,139	3,009	1,812	4,295
1889 -	59-29	52-69	51-04	58-06	5,412	3,108	1,846	4,417
1890 -	59-65	55-03	51-89	58-01	5,828	3,198	1,178	4,523
1891 -	60-94	56-31	50-06	58-92	5,820	3,198	1,154	4,531
1892 -	62-54	55-75	52-69	61-27	5,646	3,090	1,309	4,607

* Exclusive of receipts on railways in cases where the traffic is conveyed by mixed trains.

WORKING EXPENDITURE PER TRAIN MILE.

No. 18.—COMPARISON OF RAILWAY WORKING EXPENDITURE, (I) per Train Mile, and (II) per Mile of Open Railway.

I.—Comparison of Working Expenditure (exclusive of Steamboat, Dock, Harbour, and Canal expenditure) by Railway Companies per Train Mile, in each of the Years from 1883 to 1902.

YEAR.	Maintenance of Way, Works, &c.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses.	General Charges.	Rates and Taxes.	Government Duty.	Compensation.			Legal and Parliamentary Expenses.	Miscellaneous.	TOTAL.
								To Employers.	For Personal Injury to Passengers.	For Damage or Loss of Goods.			
ENGLAND AND WALES.													
1883	5.04	9.43	2.94	10.09	1.31	2.04	.24	—	.10	.20	.18	.25	33.33
1884	5.49	9.31	2.90	10.01	1.50	2.16	.20	—	.11	.18	.19	.28	33.23
1885	5.49	9.16	2.88	10.99	1.53	2.28	.20	—	.08	.18	.19	.28	33.32
1886	5.03	9.00	2.94	10.65	1.62	2.22	.20	—	.07	.20	.19	.30	33.46
1887	5.73	9.27	2.92	11.23	1.62	2.22	.21	—	.07	.22	.19	.34	34.02
1888	5.79	9.65	2.91	11.28	1.51	2.21	.22	—	.10	.25	.19	.32	34.73
1889	5.79	10.28	2.08	11.67	1.49	2.21	.22	.07‡	.10	.28	.17	.38	35.72
1890	5.76	11.76	2.17	11.99	1.50	2.28	.22	.09	.10	.34	.17	.36	37.94
1891	6.03	12.12	2.20	12.45	1.55	2.25	.23	.10	.09	.34	.20	.30†	39.37
1892	6.21	11.60	2.28	12.67	1.58	2.75	.24	.09	.08	.32	.19	1.05	40.26
SCOTLAND.													
1883	5.08	7.62	2.80	8.96	1.10	1.20	.13	—	.07	.09	.13	.73	27.49
1884	4.89	7.68	2.63	8.90	1.13	1.22	.13	—	.07	.10	.14	.74	27.42
1885	4.31	7.51	2.92	8.76	1.15	1.34	.13	—	.13	.09	.10	.72	27.46
1886	4.34	7.42	2.94	8.61	1.17	1.22	.12	—	.11	.10	.22	.70	27.65
1887	4.31	7.49	2.73	8.61	1.11	1.27	.11	—	.09	.12	.24	.68	27.81
1888	4.47	8.04	2.72	8.89	1.14	1.26	.11	—	.11	.15	.22	.67	27.96
1889	4.55	8.86	2.69	9.06	1.12	1.20	.12	.08‡	.10	.14	.22	.68	29.01
1890	4.78	10.65	2.68	9.56	1.16	1.44	.12	.08	.18	.17	.21	.68	31.20
1891	5.11	9.91	2.14	9.74	1.17	1.48	.13	.08	.08	.19	.19	1.44†	32.68
1892	5.18	9.32	2.15	9.71	1.18	1.60	.12	.07	.12	.16	.12	1.38	31.65
IRELAND.													
1883	6.87	7.72	2.30	8.24	1.63	1.39	—	—	.10	.09	.24	.25	26.48
1884	6.02	7.94	2.22	8.31	1.73	1.38	—	—	.12	.06	.22	.25	25.88
1885	6.06	7.70	2.24	8.24	1.74	1.35	—	—	.10	.09	.16	.24	25.60
1886	6.30	7.52	2.18	8.16	1.73	1.31	—	—	.12	.09	.19	.25	26.00
1887	6.73	7.70	2.22	8.17	1.71	1.44	—	—	.07	.08	.19	.23	25.94
1888	6.65	8.11	2.18	8.21	1.77	1.39	—	—	.20	.09	.24	.20	29.37
1889	6.97	8.18	2.21	8.21	1.73	1.37	—	.05‡	.11	.10	.25	.19	29.67
1890	6.93	9.23	2.22	8.38	1.78	1.72	—	.04	.18	.09	.25	.20	31.33
1891	7.30	9.77	2.25	8.59	1.73	1.67	—	.03	.13	.09	.20	.20†	32.67
1892	7.19	9.65	2.43	8.54	1.78	1.66	—	.07	.09	.10	.20	1.42	32.85
UNITED KINGDOM.													
1883	5.66	9.16	2.90	10.07	1.47	1.92	.32	—	.09	.18	.18	.34	32.60
1884	5.44	9.08	2.67	10.06	1.47	2.02	.19	—	.10	.17	.18	.34	32.40
1885	5.43	8.89	2.66	10.88	1.48	2.13	.19	—	.06	.16	.18	.34	32.92
1886	5.54	8.61	2.50	10.56	1.48	2.13	.19	—	.06	.18	.20	.34	32.45
1887	5.62	8.97	2.66	10.76	1.47	2.14	.20	—	.06	.21	.21	.38	32.69
1888	5.67	9.28	2.64	10.70	1.45	2.16	.20	—	.10	.23	.19	.36	33.05
1889	5.69	10.61	2.60	11.12	1.46	2.17	.20	.07‡	.10	.25	.18	.38	34.03
1890	5.69	11.58	2.69	11.54	1.47	2.24	.21	.06	.11	.23	.18	.39	35.94
1891	5.97	11.75	2.23	11.86	1.51	2.20	.22	.06	.09	.23	.19	1.94†	38.79
1892	6.12	11.23	2.21	12.12	1.54	2.23	.23	.09	.08	.20	.19	1.69	39.81

* The railway passenger duty is not charged in Ireland.

† This figure does not compare with those for previous years owing to a change made in the mode of treating receipts and expenditure on hotels, the gross figures in each case being now given.

‡ The year 1889 is the first for which there are complete returns. The Workmen's Compensation Act, 1897, came into force on 1st July, 1898.

No. 18.—COMPARISON OF RAILWAY WORKING EXPENDITURE (I) per Train Mile, and (II) per Mile of Open Railway—continued.

II.—Comparison of Working Expenditure (exclusive of Steamboat, Dock, Harbour, and Canal expenditure) by Railway Companies per Mile of Open Railway, in each of the Years from 1893 to 1902.

Year.	Maintenance of Way, Works, &c.	Locomotive Power.	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses.	General Charges.	Rates and Taxes.	Government Duty.	Compensation.			Legal and Parliamentary Expenses.	Miscellaneous.	TOTAL.
								To Employers.	For Personal Injury to Passengers.	For Damage or Loss of Goods.			
ENGLAND AND WALES.													
1893	430	734	228	534	117	108	18	—	8	16	14	22	2,599
1894	428	743	221	571	129	172	18	—	8	14	15	23	2,653
1895	426	733	221	579	122	183	16	—	6	14	15	23	2,601
1896	427	725	244	510	126	193	17	—	6	17	16	24	2,775
1897	454	794	259	561	136	196	18	—	6	19	17	30	2,914
1898	507	845	264	597	133	202	19	—	8	22	16	28	3,041
1899	530	840	282	1,053	136	211	20	71	9	25	16	32	3,256
1900	531	1,085	282	1,206	139	220	20	8	10	31	16	33	3,490
1901	546	1,098	288	1,128	140	223	21	8	8	33	18	30†	3,611
1902	563	1,047	303	1,144	143	243	22	8	7	29	15	35	3,636
SCOTLAND.													
1893	283	589	149	448	57	60	7	—	4	5	7	28	1,433
1894	282	589	140	440	54	60	6	—	3	5	7	27	1,385
1895	285	591	132	455	60	70	6	—	7	5	8	27	1,426
1896	320	460	139	476	63	66	6	—	6	5	22	28	1,485
1897	257	425	133	488	63	79	6	—	3	7	29	38	1,333
1898	258	424	137	514	64	78	6	—	6	9	13	39	1,310
1899	267	521	138	522	68	81	7	67	6	8	13	30	1,704
1900	278	639	147	526	67	84	7	5	10	10	12	38	1,863
1901	290	563	179	563	68	84	7	5	5	11	11	32†	1,855
1902	297	535	181	557	68	80	7	4	7	9	7	70	1,828
IRELAND.													
1893	140	177	47	168	34	28	—	—	2	2	5	5	388
1894	135	165	48	172	26	29	—	—	3	2	4	5	359
1895	135	159	45	170	26	28	—	—	3	2	4	5	357
1896	139	160	46	174	27	28	—	—	3	2	4	5	368
1897	145	166	48	176	27	31	—	—	2	2	4	5	373
1898	150	173	48	180	29	34	—	—	4	2	5	5	343
1899	157	192	50	184	29	35	—	11	3	2	5	4	365
1900	157	215	50	180	40	39	—	1	4	2	6	5	408
1901	164	222	51	196	38	38	—	1	3	2	5	5†	444
1902	165	221	56	199	41	38	—	2	2	2	5	5	474
UNITED KINGDOM.													
1893	302	597	189	688	95	155	16	—	6	12	12	22	2,124
1894	301	602	180	709	97	154	16	—	7	11	12	23	2,150
1895	301	593	180	706	89	142	14	—	6	11	12	22	2,156
1896	303	600	201	738	103	148	15	—	6	13	14	24	2,242
1897	402	642	206	769	106	153	16	—	5	12	15	27	2,322
1898	415	686	215	796	108	158	17	—	7	17	14	31	2,469
1899	433	762	228	846	111	165	17	32	8	19	13	29	2,634
1900	456	884	237	884	113	172	18	7	9	24	14	30	2,824
1901	448	885	243	909	114	180	19	7	7	25	15	70†	2,953
1902	469	845	249	912	116	190	19	7	6	22	14	83	2,919

* The railway passenger duty is not charged in Ireland.

† This figure does not compare with those for previous years, owing to a change made in the mode of treating receipts from and expenditure on hotels, the gross figures in each case being now given.

‡ The year 1899 is the first for which there are complete returns. The Workmen's Compensation Act, 1897, came into force on 1st July, 1898.

RECEIPTS PER TRAIN MILE, &c., FOR VARIOUS COMPANIES.

No. 19.—COMPARISON of RECEIPTS per Train Mile, from Passenger and Goods Traffic, and 1802, of the following

Note.—The receipts of the line worked

YEAR.	Caledonian.	Forth.	Glasgow and South-Western.	Great Central.	Great Eastern.	Great Northern.	Great Northern of Ireland.	Great North of Scotland.	Great Western.	Great Southern and Western of Ireland.
FROM PASSENGER TRAFFIC.										
1883	41.11	39.28	39.78	44.95	46.38	41.91	45.78	49.10	52.32	46.54
1884	41.25	39.07	41.06	44.92	47.73	41.19	46.64	50.28	51.51	46.82
1885	40.65	38.21	40.94	45.20	48.03	41.62	46.79	51.28	51.94	47.34
1886	39.74	39.17	39.81	45.21	49.62	42.15	46.93	51.31	50.47	46.43
1887	38.55	41.60	39.44	46.23	50.53	42.41	47.08	54.76	50.63	46.94
1888	39.61	42.12	39.27	46.02	51.97	43.54	48.16	54.02	50.77	46.28
1889	41.13	44.05	40.59	46.14	52.73	42.79	48.07	57.02	51.76	44.50
1890	44.06	45.72	43.51	50.36	54.99	43.61	50.45	58.51	53.25	46.08
1901	46.28	46.62	44.55	55.01	56.91	43.19	48.86	41.44	53.83	43.96
1902	43.64	46.31	42.17	58.05	57.63	43.75	49.05	41.03	53.77	45.67

FROM GOODS TRAFFIC.

1883	70.81	115.64	63.51	69.11	62.43	61.47	51.54	61.70	60.31	70.66
1884	71.38	115.62	64.15	61.39	59.67	62.18	51.76	62.86	60.54	70.47
1885	74.02	109.62	64.21	62.37	61.50	62.32	59.84	61.54	60.09	69.63
1886	75.85	106.16	64.84	62.62	61.64	61.95	57.95	61.47	59.62	68.08
1887	78.49	107.97	70.13	58.75	60.50	58.59	78.10	62.63	58.35	68.69
1888	76.89	111.95	71.69	64.64	59.72	57.84	79.70	58.68	58.15	68.69
1889	75.34	110.62	72.66	61.54	59.48	57.79	60.65	62.19	59.34	68.95
1890	78.23	114.43	72.55	59.29	59.25	60.17	60.44	60.13	59.11	67.84
1901	79.62	111.92	72.43	64.25	61.06	63.70	60.83	67.61	61.86	67.08
1902	82.08	112.12	75.69	68.79	63.90	68.67	61.08	70.94	64.71	71.45

FROM PASSENGER AND GOODS TRAFFIC.

1883	55.61	75.99	59.66	54.22	53.80	51.62	57.26	66.13	56.22	59.74
1884	55.08	77.19	51.18	59.71	52.29	51.16	58.29	47.93	56.01	55.82
1885	56.41	72.94	53.00	56.56	53.38	51.48	58.15	65.97	55.45	55.88
1886	56.18	74.25	52.08	57.69	54.26	51.31	57.01	44.96	54.96	54.60
1887	55.17	76.81	52.21	57.83	54.37	50.69	57.64	44.36	54.90	54.84
1888	55.97	75.72	52.07	58.65	54.45	50.63	58.65	42.79	54.28	55.34
1889	60.77	79.53	54.03	53.09	55.62	50.51	59.45	43.76	55.51	52.97
1890	60.47	80.47	54.23	51.53	56.72	51.22	60.51	45.90	56.17	54.36
1901	60.99	79.35	55.42	52.90	58.66	53.11	59.35	56.73	57.72	52.35
1902	62.48	79.25	55.69	54.13	60.03	55.47	62.27	51.56	58.97	55.36

PROPORTION OF TOTAL EXPENDITURE TO TOTAL RECEIPTS.

	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.
1883	52	51	56	59	58	59	50	49	55	53
1884	51	50	59	54	56	59	50	49	55	53
1885	49	51	54	53	57	59	50	50	55	53
1886	49	49	54	55	57	62	50	51	55	53
1887	50	50	55	56	57	62	52	52	56	54
1888	52	50	56	58	58	61	53	52	60	57
1889	53	46	58	65	59	63	53	53	59	57
1900	57	46	62	70	63	65	55	54	62	59
1901	58	51	61	70	65	67	56	52	63	64
1902	56	50	61	67	65	64	55	51	61	62

RECEIPTS PER TRAIN MILE, &c., FOR VARIOUS COMPANIES.

Proportion per Cent. of Total EXPENDITURE to Total RECEIPTS, for the Years from 1883 to Railway Companies.

by the several Companies are included.

Lancashire and Yorkshire.	London and North-Western.	London and South-Western.	London Brighton and South Coast.	Metropolitan.	Midland.	Midland Great Western of Ireland.	North British.	North-Eastern.	South-Eastern and Chatham.	Taff Vale.	Year.
FROM PASSENGER TRAFFIC.											
d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	
44.94	32.64	57.47	58.37	73.38	41.70	49.98	39.07	42.03	—	74.27	1883
45.77	34.08	56.22	57.57	87.21	43.30	41.29	40.23	43.31	—	70.11	1884
45.76	34.41	55.44	58.60	86.00	42.67	41.13	40.29	42.92	—	73.79	1885
45.07	34.62	54.49	58.79	88.80	43.79	39.94	40.22	43.38	—	71.38	1886
43.61	33.31	55.17	59.53	86.09	43.03	38.53	39.40	44.81	—	69.40	1887
43.36	32.43	54.96	59.84	85.48	43.38	39.46	40.02	44.28	—	68.18	1888
44.37	32.76	56.46	61.38	86.26	43.09	40.47	39.97	43.17	64.63	63.18	1889
44.76	34.10	57.11	62.14	84.33	43.30	41.68	40.89	44.01	65.06	64.79	1890
45.15	34.39	56.24	64.08	77.44	43.75	39.68	43.72	47.93	68.64	73.12	1891
46.02	33.90	57.04	65.56	73.77	43.65	39.76	44.49	47.36	69.02	70.34	1892

FROM GOODS TRAFFIC.											
d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	
98.45	77.77	64.66	90.16	—	59.77	76.03	63.36	73.07	—	81.37	1883
96.71	75.33	65.62	90.13	—	60.80	75.20	62.25	75.90	—	80.33	1884
100.38	80.39	67.94	90.88	—	60.58	73.35	63.05	76.87	—	81.76	1885
104.63	81.29	68.11	92.00	—	61.47	70.88	63.67	78.00	—	81.96	1886
105.27	79.87	65.85	93.88	—	61.51	75.27	65.04	79.38	—	83.19	1887
104.58	79.86	64.39	93.64	—	60.96	75.95	67.31	78.07	—	82.45	1888
100.55	80.88	66.94	93.64	—	62.06	77.04	68.20	80.13	66.61	84.26	1889
106.33	81.11	68.90	93.70	—	63.73	78.43	70.23	82.35	77.97	85.99	1890
110.06	80.65	68.90	94.63	—	63.62	71.79	70.39	83.44	78.48	85.79	1891
120.27	80.85	72.34	95.61	—	63.32	73.34	71.97	85.69	78.55	88.43	1892

FROM PASSENGER AND GOODS TRAFFIC.											
d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	
66.01	64.63	59.98	63.66	—	32.15	55.83	51.29	59.48	—	79.67	1883
66.75	66.07	59.08	63.24	—	33.11	56.84	50.97	61.14	—	79.26	1884
66.90	66.63	58.77	64.28	—	33.34	53.25	51.32	60.96	—	79.88	1885
67.33	67.13	57.09	64.96	—	34.25	51.96	51.99	62.00	—	79.36	1886
68.38	67.74	58.07	66.06	—	34.26	52.53	52.17	63.44	—	79.56	1887
65.48	63.22	57.23	66.09	—	33.87	53.64	53.36	62.92	—	74.66	1888
66.48	63.78	59.09	67.74	—	34.46	54.90	53.65	64.10	68.64	79.36	1889
67.19	64.90	60.08	68.07	—	35.47	55.33	56.03	65.63	69.23	81.94	1890
68.31	64.38	59.75	69.77	—	35.83	53.96	57.09	67.24	73.24	82.68	1891
73.24	68.88	60.96	71.04	—	37.63	58.74	57.35	71.17	74.37	82.83	1892

PROPORTION OF TOTAL EXPENDITURE TO TOTAL RECEIPTS.											
Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	Per Cent.	
59	58	56	53	44	58	59	50	37	—	54	1883
58	55	57	53	46	56	50	51	37	—	54	1884
57	55	57	54	47	56	51	50	38	—	54	1885
56	55	57	54	48	55	53	50	37	—	54	1886
57	56	57	55	46	57	52	50	38	—	54	1887
57	58	60	57	45	58	53	50	39	—	59	1888
58	59	61	58	46	59	54	51	41	38	60	1889
60	62	63	61	49	64	55	54	43	61	59	1890
63	63	64	62	51	64	59	53	45	64	58	1891
61	63	65	60	52	63	58	52	43	63	58	1892

* The Receipts of the London and North-Western Company, from the Steamboat Traffic, are included in the Company's returns with those from the Railway Traffic, up to and including the year 1901.

† The London Chatham and Dover and South Eastern Railway Companies' lines have been worked by a Joint Committee as one undertaking since the year 1899.

‡ The goods conveyed over the Metropolitan Railway are carried to a great extent in the trains of other Companies. For this reason the receipts from Goods Traffic per Train Mile, are imperfect and are not given.

EXPENDITURE PER TRAIN MILE FOR VARIOUS COMPANIES.

No. 20.—COMPARISON of EXPENDITURE per Train Mile (exclusive of Steamboat, Dock, Harbour

Note.—The expenditure of the lines worked

YEAR.	Colo- nious.	Furness.	Glasgow and South- Western.	Great Central.	Great Eastern.	Great Northern.	Great Northern of Ireland.	Great North of Scotland.	Great Western.	Great Southern and Western of Ireland.
MAINTENANCE OF WAY.										
1883	5.00	6.58	4.53	4.45	4.74	4.56	7.54	3.04	6.66	6.32
1884	4.45	7.71	4.79	4.18	4.79	4.69	7.24	3.73	6.80	6.14
1885	4.29	7.23	4.59	3.92	4.68	4.71	7.58	3.81	6.93	6.34
1886	4.41	7.66	4.47	4.65	4.72	6.06	7.06	3.76	6.44	6.47
1887	4.62	8.62	4.88	4.41	4.90	5.72	7.59	3.77	6.37	6.74
1888	4.67	9.51	4.45	4.07	4.77	4.96	7.24	3.64	7.25	7.01
1889	4.71	8.65	4.71	4.19	5.12	4.54	6.95	3.99	7.22	7.35
1890	5.14	8.20	4.88	4.29	5.19	4.39	6.60	4.33	7.12	7.33
1891	5.71	8.36	5.59	4.54	5.54	4.54	6.94	4.19	7.39	7.90
1892	5.00	8.19	5.25	4.73	5.84	4.74	7.81	4.47	7.09	7.37
LOCOMOTIVE POWER.										
1883	7.69	10.09	7.74	8.74	8.37	9.05	7.35	7.04	8.37	8.24
1884	8.12	10.65	8.80	8.44	8.37	9.23	7.75	7.23	8.45	8.28
1885	7.66	9.92	7.48	8.04	8.37	9.10	7.62	7.07	8.27	8.32
1886	7.66	9.61	7.33	8.64	8.44	8.99	7.42	7.12	8.18	8.64
1887	7.83	10.24	7.76	9.13	8.56	9.09	7.88	7.23	8.46	8.94
1888	8.20	10.35	8.36	9.28	8.68	9.31	8.47	7.12	9.13	8.57
1889	9.48	11.43	9.25	11.24	9.06	9.89	8.87	8.20	9.70	8.76
1890	11.40	12.67	11.86	12.43	10.41	11.39	11.92	8.27	11.07	9.69
1891	10.30	10.92	10.25	11.79	10.53	11.75	9.99	8.28	11.97	10.16
1892	9.78	10.13	9.82	10.07	10.20	11.10	10.68	8.73	11.22	10.22
REPAIRS AND RENEWALS OF ROLLING STOCK.										
1883	2.46	3.38	3.10	2.22	2.27	2.28	2.12	1.99	2.68	2.56
1884	2.07	3.30	3.15	2.17	2.21	2.42	2.26	1.77	2.69	2.64
1885	2.13	3.33	3.31	2.13	2.23	2.62	2.23	1.71	2.71	2.62
1886	2.29	3.37	3.28	2.25	2.61	2.68	2.21	1.88	2.79	2.58
1887	2.05	3.18	3.18	2.43	2.74	2.62	2.23	1.66	2.71	2.46
1888	2.38	4.03	3.66	2.60	2.63	2.72	2.26	1.67	2.74	2.28
1889	2.14	4.25	3.10	2.68	3.03	3.06	2.19	1.67	2.70	2.28
1890	2.92	4.41	3.26	2.58	3.47	3.61	2.28	1.77	2.73	2.28
1891	2.95	5.20	3.58	3.24	3.40	3.65	2.29	1.68	2.87	2.19
1892	2.86	5.48	3.19	3.26	3.43	3.10	2.27	1.79	2.80	2.75
TRAFFIC CHARGES.										
1883	9.24	10.49	9.28	11.21	10.32	10.53	8.63	7.45	9.05	9.08
1884	9.40	10.46	9.71	10.94	10.99	10.26	9.06	7.27	9.99	9.07
1885	9.23	10.45	9.99	11.09	9.95	10.40	9.11	7.21	8.99	9.01
1886	9.33	10.24	9.18	11.19	9.83	10.30	9.04	7.15	8.96	8.91
1887	9.25	10.62	9.13	11.74	9.64	10.39	9.06	7.23	8.97	8.90
1888	9.54	10.42	9.23	12.09	10.13	10.59	9.31	7.34	9.24	8.97
1889	9.65	10.88	9.56	12.28	10.24	10.72	9.31	8.02	9.48	8.93
1890	10.28	10.89	10.91	12.58	10.75	11.16	9.32	8.32	9.46	8.93
1891	10.48	11.21	10.12	12.81	11.38	11.61	9.46	8.38	9.82	9.23
1892	10.42	11.06	10.13	12.81	11.46	11.63	9.37	8.46	9.80	9.43

EXPENDITURE PER TRAIN MILE FOR VARIOUS COMPANIES

and Canal expenditure) for the Years from 1893 to 1902, of the following Railway Companies by the several Companies is included.

London and North-Western.	London and South-Western.	London Brighton and South Coast.	Metro-politan.	Midland.	Midland Great Western and Ireland.	North British.	North-Eastern.	South-Eastern and Chatham.	Taff Vale.	Year.
MAINTENANCE OF WAY.										
d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	
6.10	6.47	6.16	5.32	4.50	4.34	6.06	4.74	5.61	—	5.66 1893
5.98	6.39	6.00	5.38	5.26	4.15	5.81	4.66	5.39	—	5.70 1894
5.91	6.35	5.98	5.44	5.82	4.29	5.95	4.43	5.23	—	5.86 1895
6.19	6.41	6.03	5.44	4.89	4.22	5.79	4.41	5.14	—	5.95 1896
6.47	6.22	6.18	6.17	4.94	4.64	6.12	4.53	5.46	—	6.15 1897
6.37	6.46	6.11	6.46	4.74	4.75	6.53	4.57	5.63	—	6.25 1898
6.40	6.46	6.38	6.56	5.45	4.08	7.14	4.59	5.46	5.28	7.29 1899
6.16	6.34	6.77	4.94	6.69	4.67	7.21	4.74	5.49	6.72	7.51 1900
7.46	6.28	6.43	7.24	6.77	4.64	7.19	4.82	6.27	6.55	7.59 1901
6.94	6.74	6.32	7.25	6.28	4.23	7.14	4.92	6.88	7.59	7.77 1902

LOCOMOTIVE POWER.

11.44	8.26	8.61	9.29	8.70	8.04	8.37	7.06	10.33	—	16.79 1893
10.25	8.54	8.35	9.19	11.08	8.68	8.63	7.21	10.32	—	16.34 1894
10.79	8.86	8.87	9.46	11.15	8.92	8.38	7.08	10.48	—	15.43 1895
9.78	8.76	8.27	9.35	11.18	8.79	7.96	7.99	10.62	—	15.32 1896
9.37	8.70	8.23	9.78	11.47	9.19	8.14	7.11	11.18	—	15.41 1897
9.74	8.68	9.28	10.24	11.71	9.37	8.47	7.25	11.50	—	15.16 1898
10.37	9.43	9.81	10.89	11.61	10.22	8.94	8.25	12.07	10.73	16.57 1899
11.31	11.16	10.87	12.79	12.61	11.60	9.97	9.03	13.63	13.68	19.64 1900
12.20	11.99	11.53	13.71	13.43	11.71	10.26	9.59	14.03	13.68	19.17 1901
11.33	11.35	10.28	12.60	12.63	11.40	9.55	9.01	13.97	12.73	17.88 1902

REPAIRS AND RENEWALS OF ROLLING STOCK.

2.54	2.55	2.54	3.08	2.94	3.08	2.23	2.82	4.46	—	2.31 1893
2.37	2.57	2.84	3.24	3.33	3.00	2.25	2.78	4.58	—	2.30 1894
2.44	2.87	2.73	3.24	3.26	2.79	2.32	2.88	4.43	—	2.28 1895
3.54	2.63	2.61	3.54	3.54	2.69	2.19	2.82	5.17	—	2.18 1896
3.06	2.73	2.74	3.18	3.17	2.54	2.14	2.63	5.16	—	2.14 1897
3.19	2.92	2.63	3.66	3.68	2.63	2.14	2.61	5.31	—	1.84 1898
3.03	2.93	2.58	3.65	3.38	2.62	2.21	2.46	5.60	2.63	2.63 1899
3.18	3.14	2.66	3.50	3.46	2.61	2.23	2.70	5.96	2.64	2.64 1900
3.27	3.37	3.46	3.46	3.79	2.68	2.33	2.77	6.34	3.13	2.46 1901
3.95	3.44	2.61	3.58	3.44	2.73	2.63	3.01	4.88	3.18	2.35 1902

TRAFFIC CHARGES.

13.45	13.40	10.53	9.17	10.09	11.05	8.20	8.15	9.50	—	11.43 1893
13.46	13.64	10.38	9.60	11.17	10.35	8.35	8.53	10.25	—	10.49 1894
13.71	13.96	10.31	9.23	11.38	11.11	8.18	8.45	10.63	—	11.74 1895
13.84	13.99	10.08	9.61	11.19	11.30	7.98	8.70	10.32	—	11.22 1896
13.75	14.34	10.20	9.83	11.65	11.80	7.90	8.70	10.77	—	11.17 1897
13.83	14.37	10.59	10.13	10.84	11.08	8.06	9.14	10.39	—	12.19 1898
14.37	14.48	10.68	10.43	11.40	12.27	8.15	9.23	10.71	13.01	10.56 1899
14.48	14.69	10.80	11.15	11.14	12.70	8.36	9.54	11.10	13.78	11.72 1900
15.28	16.72	11.69	11.23	11.18	12.53	8.49	10.46	11.87	14.26	11.51 1901
16.64	16.87	10.88	11.15	10.91	13.26	8.24	10.07	12.65	14.14	11.36 1902

+ The London Chatham and Dover and South Eastern Railway Companies' Lines have been worked by a Joint Committee as one undertaking since the year 1898.

EXPENDITURE PER TRAIN MILE FOR VARIOUS COMPANIES.

No. 30.—COMPARISON of EXPENDITURE per Train Mile (exclusive of Steamboat, Dock, Harbour

Note.—The expenditure of the Irish worked

Year.	Calcutta.	Furness.	Glasgow and South-Western.	Great Central.	Great Eastern.	Great Northern.	Great Northern of Ireland.	Great North of Scotland.	Great Western.	Great Southern and Western of Ireland.
GENERAL CHARGES.										
1893	1.51	2.54	1.66	1.76	1.55	1.43	1.53	1.38	1.22	1.25
1894	1.22	2.43	1.19	1.66	1.53	1.43	1.51	1.33	1.19	1.22
1895	1.37	2.41	1.29	1.66	1.43	1.43	1.54	1.29	1.18	1.20
1896	1.29	2.45	1.15	1.66	1.43	1.46	1.47	1.34	1.17	1.23
1897	1.42	2.44	1.19	1.66	1.43	1.46	1.45	1.31	1.13	1.27
1898	1.15	2.45	1.24	1.68	1.42	1.47	1.47	1.28	1.16	1.24
1899	1.19	2.77	1.28	1.66	1.42	1.47	1.55	1.25	1.12	1.30
1900	1.23	2.81	1.21	1.45	1.40	1.59	1.42	1.40	1.11	1.44
1901	1.25	2.93	1.40	1.54	1.47	1.51	1.43	1.41	1.41	1.55
1902	1.28	3.16	1.34	1.46	1.59	1.57	1.59	1.46	1.41	1.46

RATES, TAXES, AND GOVERNMENT DUTY.

1893	1.51	2.69	1.68	1.77	2.54	1.87	*1.39	1.43	2.10	*1.22
1894	1.54	2.72	1.68	1.66	2.57	1.91	*1.31	1.37	2.07	*1.24
1895	1.54	2.99	1.66	1.64	2.74	2.02	*1.28	1.43	2.14	*1.25
1896	1.49	2.83	1.48	1.56	2.63	2.03	*1.24	1.31	2.13	*1.29
1897	1.68	2.63	1.62	1.47	2.81	2.01	*1.77	1.32	2.21	*1.32
1898	1.61	2.59	1.60	1.54	2.63	2.01	*2.09	1.33	2.36	*1.23
1899	1.65	2.79	1.75	1.59	2.74	1.98	*2.22	1.41	2.28	*1.43
1900	1.74	2.72	1.40	1.52	2.93	2.04	*2.12	1.40	2.39	*2.19
1901	1.73	2.94	1.42	1.56	3.20	2.23	*2.12	1.41	2.58	*2.02
1902	1.71	3.00	1.71	1.54	3.41	2.45	*2.19	1.43	2.52	*1.93

OTHER RAILWAY WORKING EXPENDITURE.

1893	1.28	0.20	0.34	1.74	0.07	0.49	0.27	1.29	0.43	0.37
1894	1.26	0.49	0.54	1.18	0.37	0.44	0.23	1.20	0.44	0.30
1895	1.32	0.34	0.46	1.15	0.36	0.40	0.27	1.10	0.44	0.43
1896	1.36	0.32	0.79	1.21	0.35	0.60	0.25	1.12	0.40	0.42
1897	1.32	0.54	0.69	1.27	0.43	0.46	0.22	1.10	0.43	0.38
1898	1.42	0.99	0.55	1.22	0.57	0.44	0.28	1.06	0.34	0.56
1899	1.59	0.37	1.03	1.47	0.74	0.61	0.64	1.20	0.58	0.49
1900	1.85	0.49	0.74	1.54	0.80	0.72	0.41	1.20	0.72	0.44
1901	2.90	1.05	2.22	3.01	2.44	2.25	1.47	1.35	1.42	0.94
1902	2.54	0.40	2.39	3.90	2.62	2.24	1.68	1.43	0.91	0.81

TOTAL.

1893	29.64	40.08	37.63	32.98	31.54	30.63	28.82	24.62	30.65	29.51
1894	29.40	40.00	39.43	30.10	30.25	30.70	29.08	24.23	30.64	29.99
1895	29.54	38.95	38.41	29.80	30.18	30.58	29.74	23.51	30.59	29.96
1896	29.45	38.23	37.67	31.70	30.44	32.02	29.04	23.33	30.44	29.51
1897	29.75	40.08	38.00	32.67	31.67	31.74	30.50	23.43	30.33	29.58
1898	29.00	41.94	38.37	34.29	31.27	31.20	31.51	23.34	32.38	30.47
1899	31.24	41.41	39.28	35.41	32.67	32.21	31.73	25.54	32.09	30.44
1900	34.56	42.49	39.56	37.24	35.00	34.17	33.74	27.75	34.43	32.55
1901	38.28	42.31	35.48	38.48	39.25	39.04	33.76	27.70	36.47	33.99
1902	37.40	41.62	34.13	38.23	39.75	37.12	35.20	27.62	33.93	34.47

* Rates and taxes only—the passenger duty is not charged in Ireland.

EXPENDITURE PER TRAIN MILE FOR VARIOUS COMPANIES.

and Canal expenditure) for the Years from 1898 to 1902, of the following Railway Companies—*cond.*
by the several Companies is included.

Lancashire and Yorkshire.	London and North-Western.	London and South-Western.	London Brighton and South Coast.	Metropolitan.	Midland.	Midland Great Western of Ireland.	North British.	North-Eastern.	South-Eastern and Chatham.	Taff Vale.	Year.
GENERAL CHARGES.											
d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.	
1.39	1.42	1.29	1.17	3.33	1.94	1.36	0.94	1.05	—	2.03	1893
1.27	1.74	1.37	1.13	3.44	0.97	1.44	0.94	1.04	—	2.03	1894
1.34	1.75	1.37	1.23	3.44	1.03	1.40	1.04	1.11	—	2.09	1895
1.31	1.71	1.35	1.11	3.40	1.04	1.42	1.05	1.13	—	2.06	1896
1.31	1.70	1.34	1.11	3.43	1.02	1.45	1.07	1.11	—	2.01	1897
1.29	1.68	1.33	1.00	3.44	1.05	1.51	1.11	1.06	—	2.06	1898
1.16	1.69	1.34	1.10	3.77	1.08	1.48	1.11	1.15	2.34	2.38	1899
1.18	1.67	1.28	1.34	3.60	1.02	1.40	1.07	1.14	2.24	2.49	1900
1.21	1.74	1.30	1.39	3.79	1.06	1.45	1.04	1.04	2.34	2.53	1901
1.18	1.69	1.34	1.45	3.73	1.14	1.43	1.06	1.25	2.25	2.44	1902

RATES, TAXES, AND GOVERNMENT DUTY.

2.31	2.45	2.43	3.73	5.79	1.58	*1.21	1.16	2.45	—	4.29	1893
2.28	2.49	2.71	3.63	6.30	1.75	*1.25	1.22	2.33	—	4.39	1894
2.56	2.35	2.43	3.96	6.64	1.67	*1.28	1.24	2.51	—	5.02	1895
2.64	2.23	2.73	4.12	6.73	1.95	*1.20	1.20	2.44	—	5.14	1896
2.37	2.21	2.89	4.16	6.25	1.94	*1.20	1.27	2.45	—	4.21	1897
2.44	2.19	2.74	4.06	5.63	1.97	*1.25	1.40	2.56	—	5.46	1898
2.39	2.22	2.87	4.10	5.68	1.92	*1.20	1.40	2.55	4.97	5.00	1899
2.44	2.23	2.84	4.15	6.18	1.93	*1.35	1.45	2.60	5.15	5.39	1900
2.79	2.45	3.17	4.62	6.34	1.68	*1.31	1.43	2.65	5.34	5.44	1901
2.94	2.75	3.33	4.61	6.40	2.06	*1.35	1.45	3.16	5.43	5.63	1902

OTHER RAILWAY WORKING EXPENDITURE. †

0.61	0.76	0.63	1.55	0.36	0.42	0.47	0.68	0.62	—	4.31	1893
0.60	0.89	0.61	1.50	0.42	0.34	0.53	0.66	0.96	—	4.94	1894
0.60	0.60	0.63	1.30	0.37	0.35	0.43	0.63	0.29	—	4.25	1895
0.60	0.62	0.63	1.22	0.42	0.33	0.25	0.65	0.25	—	4.37	1896
0.62	0.62	0.60	1.08	0.31	0.35	0.30	1.09	0.37	—	4.58	1897
0.61	0.61	0.60	1.71	0.40	0.46	0.28	0.60	0.34	—	4.33	1898
0.64	1.00	1.02	9.30	0.43	0.47	0.24	0.63	0.43	1.17	3.97	1899
0.63	1.21	1.04	2.20	0.46	0.47	0.17	1.05	0.63	1.00	3.81	1900
1.06	1.18	1.43	3.00	0.62	2.57	0.19	1.61	0.67	1.56	0.35	1901 ‡
1.03	1.09	1.08	2.04	0.74	2.03	0.28	1.03	0.64	1.67	1.76	1902

TOTAL.

38.94	137.74	32.77	33.32	30.39	30.92	27.63	35.75	34.39	—	46.03	1893
37.73	137.22	32.43	33.77	41.22	30.66	38.45	35.29	35.12	—	47.08	1894
37.45	137.45	32.43	34.35	44.44	30.35	37.17	35.98	35.00	—	46.54	1895
37.98	137.43	31.73	35.92	41.50	30.44	36.79	36.39	35.97	—	47.64	1896
37.11	137.56	32.39	39.16	40.49	31.40	27.21	36.45	36.31	—	46.95	1897
37.99	138.22	33.38	37.37	49.14	32.01	38.39	37.38	36.35	—	48.41	1898
38.96	169.30	34.71	39.62	42.68	33.01	29.05	27.96	38.23	40.45	46.37	1899
40.87	142.82	35.23	41.98	45.44	34.98	30.48	30.65	40.77	44.63	53.23	1900
44.31	144.95	37.36	43.73	45.04	37.37	35.11	36.79	43.41	47.95	49.40	1901
44.12	44.94	37.54	49.98	46.45	38.15	30.89	30.35	45.45	46.55	49.15	1902

† As the receipts per train mile of the London and North-Western Company, on page xlv, for the years 1893-1901 include the proportion derived from the Steamboat Traffic, the expenditures per train mile of the Company shown above for these years include the proportion due to the working of the Steamboats. This expenditure per train mile varied from .6d. to 1.1d. in the nine years.

‡ The figures for 1901 do not compare with those for previous years owing to a change made in the mode of treating receipts from, and expenditures on, hotels; the gross figures in each case being now given.

§ The London Chatham and Dover and South-Eastern Railway Companies' lines have been worked by a Joint Committee as one undertaking since the year 1899.

RAILWAY RETURNS.—1902.

No. 1.—CAPITAL, &c.

RETURN of the authorised SHARE and LOAN CAPITAL of the several RAILWAY COMPANIES in ENGLAND and WALES, SCOTLAND, and IRELAND, and of their PAID-UP ORDINARY, PREFERENTIAL, and GUARANTEED CAPITAL, and DEBENTURE STOCK or FUNDED DEBT, on the 31st day of December 1902, specifying the rate per cent. of the Dividends for the year 1902 on each of the said Capitals; showing also the LOANS outstanding on the 31st day of December 1902, classified according to the several rates per cent. of Interest; and the Capital subscribed to other undertakings, whether such undertakings are on lease to, or worked by, the subscribing Company, or are independent.

NOTE.—The figures in *italics*, as regards the year 1902, on pages 2 to 45 show the amounts by which the Capitals of the Railway Companies have been nominally increased by the conversion, consolidation, and division of their Stocks. In certain cases the consolidation has resulted in a nominal decrease, the amounts by which the Capitals were so decreased being specially noted. The amounts of Capital printed in Roman type include the nominal additions and show the sums receiving the rates of dividend stated against them.

No. 1.—AMOUNT of CAPITAL, &c., upon the

NOTE.—The figures in italics, as regards the year 1903, show the amounts by which the Capitals of the various
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND DEBTS.							
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Per cent. Rate of Dividend.	Rate of Dividend paid.	Amount.	Per cent. Rate of Dividend.	Rate of Dividend paid.
Aberdare	-	-	-	Amalgamated with the "Taff Vale" as from 30th June, 1902, under Act 2 Edw. vii., cap. 160.							
Adingdon	-	-	-	Leased to the Great Western.							
Alexandra (Newport and South Wales) Docks and Railway.*	1,600,000	500,000	2,100,000	160,000 380,000	Nil Nil	880,000	4½	4½	-	-	-
Arminster and Lyme Regis Light	55,000	12,000	67,000	55,000	3	-	-	-	-	-	-
Baker Street and Waterloo	2,585,000	794,000	3,379,000	483,811	Nil	458,592	4	Nil	-	-	-
Bain and Farnley	-	-	-	Worked by the Great Western.							
Bardfield and Stile Hedington Light	30,000	13,000	52,000	-	-	-	-	-	-	-	-
Barry	5,780,000	1,404,000	5,244,000	775,071 825,834* 828,884 825,834	84 4 44 -	1,284,261 288,740 - 50,000	4 5 - 4	4 5 - 4	-	-	-
Worked by the Barry.) Vale of Glamorgan	573,000	183,000	756,000	468,000	84	-	-	-	-	-	-
Bethell and Rotherfield	-	-	-	Undertaking abandoned under Act 6 Edw. vii., cap. 390.							
Bideford, Westward Ho!, and Appledore.	90,000	16,000	106,000	46,559	Nil	-	-	-	-	-	-
Birkenhead (vested jointly in the Great Western and London and North-Western).	2,500,000	-*	2,500,000	1,043,666 124,559	4 Nil	454,178	4½	4½	-	-	-
Bishop's Castle	-	-	-	This line is in the hands of a Receiver and no returns of capital are available.							
Bishop's Walkham Light	45,000	15,000	60,000	-	-	-	-	-	-	-	-
Blackpool and Fleetwood Tramroad	194,000	60,000	254,000	150,000	4½	-	-	-	-	-	-
Blackpool and Garstang Light	180,000	60,000	240,000	-	-	-	-	-	-	-	-
Borne Valley Light	60,000	20,000	80,000	-	-	-	-	-	-	-	-
Brookmill Light	64,000	18,000	82,000	-	-	-	-	-	-	-	-
Broom and Merthyr Tydfil Junction	1,275,500	104,838	2,240,338	264,330 - -	Nil - -	856,854 40,000* 40,874	4 5 4	Nil 5 2½	-	-	-
Bridgwater	132,000	45,000	180,000	75,000	2½	90,000	4½	4½	-	-	-
Bridgwater, Stowey and Steagmsey Light	90,000	30,000	120,000	-	-	-	-	-	-	-	-
Bridlington and North Frodingham Light	48,000	16,000	64,000	-	-	-	-	-	-	-	-

31st December, 1902.—ENGLAND AND WALES.

Companies have been nominally increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

CAPITAL— Total Paid-up Stock and Share Capital.	CAPITAL RAISED BY LOANS AND DEBT-STOCK				PAID-UP CAPITAL, INCLUDING LOANS & DEBT-STOCK		SUBSCRIP- TIONS TO OTHER COM- PANIES.	REMARKS.
	Loans.		Debt-stock.		Total on 31st December, 1902.	Total on 31st December, 1901.		
	Amount.	Rate of Interest.	Amount.	Rate of Interest.				
£	£	Per cent.	£	Per cent.	£	£	£	
—	—	—	—	—	—	50,000	—	*In addition to paying interest on Capital the Company also paid 7,930 for Royalties.
1,420,000	—	—	417,144	4	417,144	1,837,144	—	†Preferred Ordinary Stock.
202,255	—	—	—	—	—	232,505	—	‡Deferred Ordinary Stock.
55,000	—	—	10,000	4	10,000	65,000	—	§Railway authorised under the Light Railways Act, 1900. Line not open for public traffic on the 31st December, 1902.
1,142,903	—	—	—	—	—	1,142,903	202,254	||Line not open for public traffic on 31st Dec., 1902.
—	—	—	—	—	—	—	—	¶Railway authorised under the Light Railways Act, 1900. No capital had been raised at 31st December, 1901, and railway not constructed at that date.
4,817,810	23,767½	5	1,920,001	3	1,243,798	5,061,598	5,471,559	*Preferred Converted Ordinary Stock.
819,894	5,240	2	203,013	2	505,000	1,124,894	1,002,001	†Deferred Converted Ordinary Stock.
495,000	—	—	127,000	3	127,000	522,000	—	‡Reserved for conversion of Kent Charges.
46,810	—	—	12,500	4	12,500	59,310	54,819	
2,500,000	—	—	—	—	—	2,500,000	2,500,000	*Borrowing powers divided in equal proportions between the companies in which the £20 is vested.
—	—	—	—	—	—	—	—	†Amount received on partially paid shares afterwards forfeited and on which no dividend is paid.
—	—	—	—	—	—	—	—	‡Railway authorised under the Light Railways Act, 1900. No capital had been raised at 31st December, 1901, and railway not constructed at that date.
150,000	40,000	5	—	—	40,000	190,000	190,000	§Railway authorised under the Light Railways Act, 1900. No capital had been raised at 31st December, 1901, and railway not constructed at that date.
—	—	—	—	—	—	—	—	||Railway authorised under the Light Railways Act, 1900. No capital had been raised at 31st December, 1901, and railway not constructed at that date.
—	—	—	—	—	—	—	—	¶Railway authorised under the Light Railways Act, 1900. No capital had been raised at 31st December, 1901, and railway not constructed at that date.
—	—	—	—	—	—	—	—	§Railway authorised under the Light Railways Act, 1900. No capital had been raised at 31st December, 1901, and railway not constructed at that date.
1,167,714	14,075½	6	903,151	4	917,226	2,084,940	2,052,500	*Railway preference shares.
49,874	—	—	46,125½	—	46,125½	5,750	5,750	†Capitalized value of Land Rent Charges.
135,000	—	—	45,000	4	45,000	180,000	150,000	‡Nominal decrease.
—	—	—	—	—	—	—	—	§The line is worked by the Joint Committee of the "London and South-Western" and "Bristol and Exeter" Companies for working the Somerset and Dorset line.
—	—	—	—	—	—	—	—	||Railway authorised under the Light Railways Act, 1900. No capital had been raised at 31st December, 1901, and railway not constructed at that date.
—	—	—	—	—	—	—	—	¶Railway authorised under the Light Railways Act, 1900. No capital had been raised at 31st December, 1901, and railway not constructed at that date.

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in italics, as regards the year 1902, show the amounts by which the Capitals of the various
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND DEBTS.							
	By Shares and Stock.	By Loans and Debenture stock.	Total.	Ordinary.		Preferential.			Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Rate of Dividend paid.	Rate of Dividend paid.	Amount.	Rate of Dividend paid.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.
Brighton and Dyke	Worked by the London, Brighton, and South Coast.										
Brighton and Rottingdean Seashore Electric (Tramroad)	25,000	7,000	32,000	30,000	Nil	8,000	4	Nil	—	—	—
Bristol Corporation (in respect of railways authorised under the Bristol Dock Act, 1897).	—	164,400	164,400	—	—	—	—	—	—	—	—
Exemption and Piccadilly Circus	Name of Company changed to "Great Northern, Piccadilly and Exemption" under Act 2 Edw.										
Exmouth and Western Valleys	Power transferred to the "Great Western" and "London and North Western" Railway										
Buckley	Worked by the Wrexham, Mold, and Connah's Quay.										
Bwllegh Salferton	Lent to the London and North Western.										
Bury Port and Gwentworth Valley	30,000	140,000	170,000	13,000	2½	33,320	5	3	—	—	—
Bury and Eas Light	170,000	50,000	220,000	—	—	16,700	—	—	—	—	—
Collington Light	100,000	33,000	133,000	—	—	—	—	—	—	—	—
Corkston	2,064,757	2,034,000	4,098,757	543,838	Nil	1,554,417	4	Nil	—	—	—
Worked by the Cardiff (Mid. Wales Canal.)	610,400	318,700	929,100	494,040	Nil	200,000	5	Nil	—	—	—
	50,000	6,000	56,000	20,000	Nil	112,400	5	Nil	—	—	—
	220,000	74,000	294,000	180,000	2½	50,000	4	4	—	—	—
	80,000	26,000	106,000	70,500	Nil	—	—	—	—	—	—
Casock Chase and Wolverhampton	—	—	—	1,000,000	3	1,000,000	4	4	—	—	—
Cardiff	4,912,100	2,250,900	7,163,000	500,000	5	—	—	—	—	—	—
Central Essex Light	180,000	44,000	224,000	—	—	—	—	—	—	—	—
Central London	3,150,000	976,000	4,126,000	3,550,000	4	—	—	—	—	—	—
Charing Cross, Eastern, and Haverstock	4,326,000	1,442,000	5,768,000	490,731	4	—	—	—	—	—	—
Charnwood Forest	—	—	—	490,731	4	—	—	—	—	—	—
Cheshire, Limited	320,000	167,000	487,000	40,000	Nil	20,000	4	Nil	—	—	—
Cheshire Lines Committee (Incorporated by The Cheshire Lines Act, 1887.)	These are the joint property of the "Great Central," "Great Northern, and "Midland" Railways										
Worked by the Cheshire Lines Committee.	385,000	200,000	585,000	288,000	Nil	75,000	2½	Nil	—	—	—
	—	—	—	35,000	Nil	—	—	—	—	—	—
City and Epsom	500,000	300,000	1,200,000	—	—	—	—	—	—	—	—
City and South London	1,980,000	611,850	2,591,850	1,330,000	3½	500,000	5	5	—	—	—
Clay Cross	100,000	33,360	133,360	—	—	—	—	—	—	—	—
Cleary and Warrington Junction	517,500	172,400	689,900	236,000	3	167,700	4	4	—	—	—
						70,000	4½	4½			

31st December, 1902.—ENGLAND AND WALES.—continued.

Companies have been nominally increased by conversion, consolidation, or division of their stocks. In the figures given in Roman type.

CAPITAL RAISED BY LOANS AND DEBTURE STOCK.					PAID-UP CAPITAL INCLUDING LOANS AND DEBTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.	
Total Paid-up Stock and Share Capital.	Loans.		Debture Stock.		Total raised by Loans and Debture Stock.	Total on 31st December, 1902.			Total on 31st December, 1901.
	Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	£	Per cent.	£	Per cent.	£	£	£	£	
25,000	7,000	6	—	—	7,000	35,000	27,000	—	
—	—	—	164,400	2½	164,400	164,400	164,400	—	
VII, cap. 222.									
Companies as from 31st July, 1902, under Act 2 Edw. VII, cap. 157.									
46,780	80,000	4	58,839	4	145,174	180,234	129,504	—	
122,660†	4,345*	5	—	—	—	122,660†	122,660†	—	
—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	
2,933,475	46,078†	4	2,469,324	4	2,515,402	5,021,377	5,021,737	—	
129,767	—	—	157,449	4	157,449	221,206	221,206	—	
800,640	—	—	22,247	4	318,796	1,122,343	1,122,344	—	
—	—	—	262,439	4½	—	—	—	—	
20,000	1,664	12	2,000	3	4,000	24,664	24,000	—	
220,000	—	—	53,000	4	58,000	268,000	268,000	—	
70,510	4,888	6	—	—	6,328	77,338	77,338	—	
2,100,000	—	—	1,333,300	3	1,333,300	4,633,300	4,633,300	—	
—	—	—	527,333	2	555,333	527,333	527,333	—	
—	—	—	—	—	—	—	—	—	
—	—	—	—	—	—	—	—	—	
2,820,000	—	—	813,304	4	813,304	3,633,304	3,633,304	—	
72,250	—	—	—	—	—	72,250	202	—	
60,616	4,000	6	40,000	4	104,616	226,806	197,778	—	
—	—	—	50,000	5	—	—	—	—	
—	—	—	71,000	6	—	—	—	—	
Companies: the Capital is included in the Returns of these Companies.									
263,000	—	—	200,000	3	200,000	563,000	561,400	—	
15,000	—	—	—	—	—	15,000	15,000	—	
—	—	—	—	—	—	—	—	—	
1,300,000	—	—	836,247	4	836,247	2,136,247	2,175,463	—	
—	—	—	—	—	—	—	—	—	
453,710	—	—	138,460	5½	138,460	592,170	588,170	—	
No capital had been raised at 31st December, 1902, and railway not constructed at that date.									
No capital had been raised at 31st December, 1902, and railway not constructed at that date.									

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in italics, as regards the year 1900, show the amounts by which the Capitals of the various
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND DEBTS								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.			
				Amount.	Rate of Dividend Paid.	Amount.	Percentage of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.	
Glebebury Mortimer and Ditton Priory Light	96,000	22,000	128,000	—	—	—	—	—	—	—	—	
Cockermouth, Keswick, and Penrith	235,000	133,000	448,000	307,479	4½	25,000	5	5	—	—	—	
Coggeshall Light	18,000	4,000	24,000	—	—	—	—	—	—	—	—	
Colne Valley and Halstead	86,700	432,135	518,835	61,300	Nil	25,000	5	Nil	—	—	—	
Corringham Light	9,000	3,000	12,000	9,900	7½	—	—	—	—	—	—	
Currie	16,000	5,000	21,000	15,400	6	—	—	—	—	—	—	
Crookham, Sidley, and Beshall	208,000	121,204	329,204	298,900	5	—	—	—	—	—	—	
Crookham and District Light	40,000	15,000	65,000	1,200	Nil	—	—	—	—	—	—	
Croydon and United Joint Committee	Lines owned jointly by the "London, Brighton, and South Coast" and "South-Eastern" Railway											
Donhead Light	43,000	21,000	64,000	—	—	—	—	—	—	—	—	
Down Valley	200,000	200,000	400,000	118,000	Nil	—	—	—	—	—	—	
Derwent Valley Light	—	100,000	100,000	—	—	—	—	—	—	—	—	
Dilston and Watlington Light	105,000	30,000	145,000	—	—	—	—	—	—	—	—	
Dilston, Newbery, and Southampton	947,760	480,900	1,428,660	206,800	Nil	628,240	5	Nil	—	—	—	
Dover and Deal Committee	This line is the joint property of the "London, Chatham, and Dover" and "South-Eastern"											
Dorchester	The railways are the property of and worked by Messrs. Goss, Keen and Nettlefolds, Limited. The											
Dorchester Extension	—	—	—	—	—	—	—	—	—	—	—	
East Angles	15,000	4,000	19,000	12,000	5	—	—	—	—	—	—	
East and West Junction	300,000	608,688	908,688	300,000	Nil	—	—	—	—	—	—	
Eastham, Reddick, and Stamford-upon-Avon Junction.	90,000	50,000	140,000	45,000	Nil	45,000	5	Nil	—	—	—	
Stamford-upon-Avon, Townsley, and Midland Junction.	190,450	200,000	390,450	160,000	Nil	15,160	5	Nil	—	—	—	
East and West Yorkshire Union	248,000	75,000	323,000	116,454	3	130,000	4	4	—	—	—	
East Lancashire	Lent to the "Great Northern."											
East London	1,245,000	3,579,000	4,824,000	3,500,790	Nil	—	—	—	—	—	—	
				520,500	Nil	—	—	—	—	—	—	
Easton and Church Hope	88,000	71,000	159,000	28,727	Nil	28,000	5	Nil	—	—	—	
East Sussex Light	45,000	15,000	60,000	—	—	—	—	—	—	—	—	

31st December, 1902.—ENGLAND AND WALES.—continued.

Companies have been nominally increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTION TO OTHER COMPANIES.	REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1902.	Total on 31st December, 1901.		
	Amount.	Rate of Interest.	Amount.	Rate of Interest.					
Total Paid-up Stock and Share Capital.	£	Per cent.	£	Per cent.	£	£	£	£	
832,478	—	—	90,132	4	90,132	402,021	422,622	—	Railway authorised under the Light Railways Act, 1890. No capital had been raised at 31st Dec., 1901, and railway not constructed at that date.
—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1890. No capital had been raised at 31st Dec., 1901, and railway not constructed at that date. The period for the completion of works expired on the 30th Nov., 1902.
56,790	750* 1,000*	4 5	597,385 61,845	Nil 5	432,890	515,979	525,979	—	*Capitalised value of Land Rent-charges.
9,900	—	—	3,000	4	3,000	12,000	20,100	—	Railway authorised under the Light Railways Act, 1890.
15,900	—	—	5,000	5	5,000	20,900	20,000	—	
298,000	—	—	37,000	3	37,000	355,000	335,000	—	The line was opened for public traffic on 1st June, 1902, and is worked by the "South Eastern and Chatham Railway Company Managing Committee."
1,200	—	—	—	—	—	1,200	1,000	—	Railway authorised under the Light Railways Act, 1890. The line was not open for public traffic on 31st Dec., 1901.
Companies; the Capital is included in the Returns of those Companies.									
—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1890. No capital had been raised at 31st Dec., 1901, and railway not constructed at that date.
118,900	—	—	—	—	—	118,900	76,400	—	Line opened for railway traffic on 1st April, 1902.
—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1890. It is to be constructed and worked by a Joint Committee of the Rural District Councils of Rye and Bixham.
—	—	—	—	—	—	—	—	—	No capital had been raised at 31st Dec., 1901, and railway not constructed at that date.
—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1890. No capital had been raised at 31st Dec., 1901, and railway not constructed at that date.
945,070	165,530 30,530 1,390	4 5 6	166,000	5	303,530	1,348,829	1,548,829	—	Line worked by the "Great Western" and the "London & South Western" Companies.
Railway Companies; the Capital is included in the Returns of those Companies.									
is no separate Capital for the railways.									
12,000	3,000	4	—	—	3,000	15,000	14,590	—	
300,000	—	—	399,901	5	699,901	698,588	698,588	—	The Shares of the Companies are worked by a Joint Committee of the "East and West Junctions" and "Stratford-upon-Avon, Coventry and Midland Junctions" Companies.
90,000	20,000	5	10,900	4	40,900	130,900	120,500	—	
175,350	—	—	200,000	5	200,000	375,350	375,350	100,000	
347,962	—	—	63,511	5	63,511	311,173	308,475	—	
3,240,799	—	—	350,000 175,000 3,126,546	5 5 4	2,540,446	5,796,935	5,790,855	—	This line is leased to the "Great Eastern," "London, Brighton and South Coast," "London, Chatham and Dover," "Metropolitan," "Metropolitan District," and "Great Eastern" Railway Companies, and is worked by a Joint Committee of those Companies.
540,559	—	—	155,000 407,101	5 4	522,101	1,575,700	1,575,700	—	
58,627	—	—	70,000	4	70,000	126,627	127,447	—	Line worked jointly by the "Great Western" and "London and South Western" Companies. It was opened for passenger traffic on the 3rd September, 1902.
—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1890. No capital had been raised at 31st Dec., 1901, and railway not constructed at that date.

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in *italics*, as regards the year 1902, show the amounts by which the Capitals of the various
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND DEBTS.								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
Edwards and Hampstead	£ 200,000	£ 125,000	£ 400,000	—	—	—	—	—	—	—	—	
Ely Valley	Worked by the Great Western.											
Exington and Ashmore Light	35,000	32,000	67,000	—	—	—	—	—	—	—	—	
Faversham, Fiddish, and Stratford-upon-Avon Junction	Worked by the East and West Junction and Stratford-upon-Avon, Worcester, and Midland Junction											
Exeter	198,000	60,000	258,000	193,900	Nil	—	—	—	—	—	—	
Exmouth Docks and Railway	60,000	40,000	100,000	30,000*	Nil	—	—	—	—	—	—	
Falmouth Dock and Railway	180,000	20,000	200,000	130,000	†	—	—	—	—	—	—	
Festiniog*	175,180	44,000	220,180	86,186	‡	10,000	4½	4½	—	—	—	
						45,000	5	5				
Fishguard and Rosslare Railways and Harbours	2,371,500	222,500	3,194,000	738,500	Nil	—	—	—	—	—	—	
Fozzett	24,200	11,400	45,600	34,200	§	—	—	—	—	—	—	
Forest of Dean Central	Worked by the Great Western.											
Fredericton, Yarmouth, and Newport	Worked by the Isle of Wight Central											
Furness	5,771,875	2,638,489	8,201,364	2,642,000	42	1,993,750	4	4	779,125	4	4	
				—	—	225,750	4	4	264,000	4	4	
Garrat and Knot End	90,000	30,000	120,000	60,000	Nil	19,410	5	Nil	—	—	—	
				16,916	Nil	26,377	5	—	—	—	—	
Glyn Valley Tramway	44,120	15,300	64,420	5,679	—	—	—	—	—	—	—	
Gosk and Marshfield Light	Undertaking voted in the Lancashire and Yorkshire and North Eastern Railway Companies											
Gorsefield Junction and Portmadoc	This line is not working and no returns are available											
Gower Light	90,000	30,000	120,000	—	—	—	—	—	—	—	—	
Great Central	36,143,489	10,003,489	46,236,978	4,534,300*	Nil	360,000	3½	3½	448,000	4	4	
				1,100,000	Nil	3,730,000	4	4	1,790,438	4½	4½	
				4,834,300*	Nil	4,538,000	5	5	1,066,000	4½	4½	
				—	—	1,000,000	5	5	1,118,200	5	5	
				—	—	4,680,000	5	5	872,000	6	6	
See also the "Manchester, South Junction and Altrincham," and "Oldham, Ashton-under-Lyne, and Guide Bridge Junction"				—	—	200,000	5	4	250,458	4½	4½	
									27,000	5	5	
									40,750	5	5	
Wigan Junction	400,000	200,000	600,000	309,000	1½	222,000	3½	3½	—	—	—	
Worked by the Great Central												

Worked by the Great Central

31st December 1902.—ENGLAND AND WALES—continued.

Companies have been typically increased by conversion, consolidation, or division of their stocks in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBT-STOCK.					PAID-UP CAPITAL INCLUDING LOANS & DEBT-STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
	Loans.		Debt-stock.		Total raised by Loans and Debt-stock.	Total on 31st December, 1902.	Total on 31st December, 1901.		
	Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	£	Per cent.	£	Per cent.	£	£	£	£	
—	—	—	—	—	—	—	—	—	No capital had been raised at 31st December, 1902, and railway not constructed at that date.
—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1896.
—	—	—	—	—	—	—	—	—	No capital had been raised at 31st December, 1902, and railway not constructed at that date.
Railway Companies' Joint Committee.									
190,560	—	—	60,000	4	60,000	252,560	252,510	—	Line not open for public traffic on 31st December, 1902.
60,900	—	—	60,000	5	40,000	100,000	100,000	—	*Preferred Stock. †Deferred Stock.
130,000	—	—	—	—	—	130,000*	130,000	—	*On the 31st December, 1901, the Shares for the year 1900 not being as yet available.
130,186	—	—	5,000 12,000	4 4½	14,000	135,186	132,186	—	†In addition to paying interest on Capital, the Company paid 66d. for rent and houseage.
738,500	30,000	4	—	—	20,000	758,500	724,000	—	This Company owns the Waterford and Ferns and Wexford and Rosslare Lines, but these are worked under agreement by the Great Southern & Western Coy. (Ireland).
34,300	300	3½	—	—	300	34,300	20,200	—	
5,371,075	—	—	2,394,129	5	2,394,129	7,767,999	7,654,653	—	
478,575	—	—	505,685	5	505,685	1,044,087	1,044,687	—	
79,410	10,000	5	—	—	10,000	99,000	90,510	—	
42,323	10,000	4	—	—	10,000	60,643	60,543	—	*Out of the net receipts a sum of 7911. was applied in paying back dividends on the preference shares.
8,678	—	—	—	—	—	8,678	8,678	—	†Capitalized value of Land Rentcharges.
as from 2nd October, 1901, under Act 2 Edw. VII., cap. 163.							53,050	—	‡Nominal decrease of Capital.
—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1896. No Capital had been raised at 31st December, 1902, and railway not constructed at that date.
30,220,000	64,450	4	2,905,773 79,577 10,500,668 300,000	3½ 4 4½ 5	13,580,471	43,766,060	42,423,320	7,961,313	*Preferred Stock. Ordinary †Deferred Stock. Ordinary
478,285	—	—	—	—	—	478,285	478,285	—	
431,390	—	—	173,400	4	173,400	608,010	608,010	—	

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in *italics*, as regards the year 1902, show the amounts by which the Capitals of the various
These amounts are, in all cases, included

NAME OF COMPANY.		AUTHORIZED CAPITAL.			PAID-UP STOCK AND DEBTS.							
		By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.		
					Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
		£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.
					13,893,805 1,506,000	—	2,863,000 11,995,708	3½ 4	—	3,444,027 600,000	4 5	—
Lent to the Great Eastern.	Great Eastern	37,982,551	18,978,927	56,961,478	—	—	622,572	4	4	1,033,236	4	4
	London and Blackwall	2,267,190	837,000	3,104,190	2,329,557*	4½	294,058	4½	6½	—	—	—
	See also "Tottenham and Harpenden Junction."											
					30,810,172* 7,675,444 1,125,063 1,168,084	4 4 4 4	2,440,000 2,598,000 396,000 12,819,320	8 3 3 4	—	—	—	—
					5,438,715	—	375,000 471,527 1,332,503	4 4 4	—	—	—	—
Lent to or worked by the Great Northern.	Great Northern	47,403,300	34,390,773	81,794,073	—	—	—	—	—	—	—	—
	East Lincolnshire	600,000	—	600,000	600,000	5	—	—	—	—	—	—
	Hornsea	40,000	15,000	55,000	45,000	8	—	—	—	—	—	—
	Leath and East Coast	144,000	94,000	238,000	95,075	Nil	—	—	—	—	—	—
	Murwell Hill and Palace Line	70,000	10,000	80,000	70,000	Nil	—	—	—	—	—	—
	Nottingham and Great Northern Railway and Canal	1,014,000	593,000	1,607,000	1,314,700	4½	—	—	—	—	—	—
	Nottingham Suburban	250,000	53,000	303,000	250,000	3½	—	—	—	—	—	—
	Stanford and Essendine	160,000	68,000	228,000	75,000 46,000	Nil 2	15,000 3,500	4 5	4 5	—	—	—
See also the "Midland and Great Northern Railways Joint Committee."												
Great Northern and City		2,610,000	470,000	3,080,000	780,000* 975,018* 90,339	3 3 Nil	—	—	—	—	—	—
Great Northern and Strand		Powers transferred to the "Great Northern, Piccadilly, and Euston" Company on June 1895										
Great Northern, Piccadilly, & Euston		4,825,000	1,506,000	6,331,000	112,306	Nil	—	—	—	—	—	—
Great North of England, Charnock, and Harrogate Junction.		Lent to the North Eastern.										
					28,967,802	2½	11,840,467 22,032*	5 —	5	35,450,004	5	5
Great Western		73,484,230	35,397,483	108,881,713	448,7542	—	425,727	5	5	720,0042	—	—
Lent to or worked by the Great Western.	Abingdon	20,000	5,000	25,000	15,000	10	450 900	4 5	4 5	—	—	—
	Bala and Ffestiniog	264,000	95,000	359,000	268,000	2½	50,000	5	5	—	—	—
	Elly Valley (Gloucestershire)	83,000	27,500	110,500	35,900*	Nil	—	—	—	—	—	—
	Forest of Dean Central	No return with regard to capital available.										
	Princetown	60,000	20,000	80,000	50,000	Nil	—	—	—	—	—	—
	Rose and Monmouth	160,000	53,000	213,000	80,000	12½	80,000	4	4	—	—	—
	Teign Valley	188,740	79,300	268,040	15,140	Nil	75,000	5	Nil	—	—	—

31st December 1902.—ENGLAND AND WALES.—continued.

Companies have been notorally increased by conversion, consolidation, or division of their stocks.
In the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1902.	Total on 31st December, 1901.		
	Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	£	Per cent.	£	Per cent.	£	£	£	£	
36,182,221	105,500	3	17,721,002	4	17,946,990	54,139,217	51,591,154	293,000	*The dividend on the stock accrued from 1st July, 1902, and was paid for the six months ended 31st December, 1902, at the rate of 42 per cent. per annum.
1,687,768	—	—	908,613	4	908,613	2,575,871	2,575,245	—	
2,373,800	—	—	814,000*	4½	814,000	3,286,960†	3,353,800	—	*The Company holds 7,500† of its own Ordinary Stock, and 2,000† of its own Debenture Stock.
43,073,046	—	—	14,444,213	3	14,444,213	57,528,208	56,715,864	7,543,123‡	*Preferred Ordinary Stock. †Deferred Ordinary Stock. ‡Subscriptions to Joint Lines and other undertakings 7,543,123†, and to other Railways 300,000†.
5,440,351	—	—	2,044,118	3	2,044,118	2,484,555	2,484,571	—	
900,000	—	—	—	—	—	900,000	900,000	—	*Borrowing powers (£200,000) exercised by the Great Northern Railway Company.
48,000	14,600	5½	—	—	15,600	63,620	63,620	—	*Capitalised value of Land Recharges.
90,973	—	—	43,000	4	72,071	160,045	162,045	—	*Interest not exceeding 5 per cent. per annum is payable on this stock out of the revenue of the year.
70,000	—	—	10,000	4	10,000	80,000	80,000	—	
1,014,000	—	—	—	—	—	1,014,000	1,014,000	—	
250,000	—	—	—	—	—	250,000	250,000	—	
140,000	13,600	3	—	—	13,600	153,600	154,600	—	
1,543,866	—	—	442,834	4	442,834	1,892,800	1,440,800	—	* Preferred Ordinary Shares. †Deferred Ordinary Shares. ‡Interest of the estimated was paid out of Capital. Line not open for public traffic on 31st Dec., 1902.
November, 1902, under Act 8 Edw. VII., cap. 235.									
112,200	—	—	—	—	—	112,200	20,000	—	Line not open for public traffic on 31st December, 1902.
67,385,413	450	4½	1,724,453	3½	21,833,968	89,165,546	87,700,017	1,436,579	*Deferred Certificates. Dividend does not accrue till 1904. †Capitalised value of Recharges.
	300	4½	11,633,479	4					
	28,013	5	1,020,484	4½					
	121,702	5	4,337,717	4½					
			2,923,143	5					
745,082‡	—	—	—	—	—	745,082‡	745,082‡	—	‡Nominal reduction of Capital.
16,000	5,000	3½	—	—	5,000	21,000	21,000	—	
283,000	—	—	93,000	4	93,000	383,000	383,000	—	
83,000	—	—	5,000	4	31,000	104,000	104,000	—	*Amount held by the Great Western Railway Company on which no dividend was paid.
			16,000	4½					
50,000	10,000	5½	—	—	20,000	70,000	70,000	—	*Capitalised value of Land Recharges.
	100†	5	—	—					
480,000	47,800	5½	—	—	62,734	542,734	517,734	—	*Capitalised value of Recharges.
	5,434*	5	—	—					
87,140	—	—	64,320	4	64,320	151,380	161,380	—	

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in italics, as regards the year 1902, show the amounts by which the Capitals of the various
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND SHARE.								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.			Preferential.			Guaranteed.		
				Amount.	Rate of Dividend paid.		Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
Great Western—cont.	£	£	£	£	Per cent.		£	Per cent.	Per cent.	£	Per cent.	Per cent.
West Central	945,400	—	945,400	—	—	—	—	—	—	809,600	4½	4½
West Somerset	164,000	63,330	197,330	47,790	22	70,000	4	4	—	—	—	—
Wye Valley	330,000	111,400	441,400	220,000	NIL	60,000	5	NIL	—	—	—	—
See also "Birkenhead," "Eastern and Church Bays," "Halesgreen," "Rangemere and City," "Stamford and Harford," "Tisbury," "Victoria Station and Finsbury," "West London" and "Weymouth and Portland."												
Great Western and Great Central Joint Committee	Capital provided by the "Great Western" and "Great Central" Railway Companies.											
Grimsby and Saltfleetby Light	60,000	30,000	90,000	—	—	—	—	—	—	—	—	—
Gwent and Monmouth Valley	170,000	64,000	234,000	100,000	NIL	—	—	—	—	—	—	—
Hatfield Light	75,000	25,000	100,000	—	—	—	—	—	—	—	—	—
Halesowen	180,000	62,000	242,000	120,000	NIL	60,000	5	NIL	—	—	—	—
Hull and Overton	The line is the joint property of the "Great Northern" and "Leamington and Yorkshire"											
Humberston and City	300,000	25,000	325,000	—	—	—	—	—	—	154,000	5	5
Hythe	Worked by the "London and North Western."											
Harrow and Uxbridge	240,000	113,000	353,000	—	—	—	—	—	—	200,000	5	5
Hastings Harbour District	225,000	75,000	300,000	—	—	—	—	—	—	—	—	—
Hatfield and Southwark Light	Leased to the "London, Brighton, and South Coast"											
Highbridge, Walsall, and Chadderton Light	72,000	24,000	96,000	—	—	—	—	—	—	—	—	—
Holfield and Southwark Light	72,000	24,000	96,000	—	—	—	—	—	—	—	—	—
Honiton	Worked by the "Great Northern"											
Honiton and Metropolitan	Worked by the "Metropolitan District."											
Hull, Barnsley, and West Riding Junction Railway and Dock	1,400,000	4,478,944	5,878,944	5,300,000	—	200,000	3½	3½	—	—	—	—
Hull, Barnsley, and West Riding Junction Railway and Dock	210,000	10,000	220,000	—	—	—	—	—	—	210,000	3½	3½
Humber Commercial Railway and Dock	1,000,000	333,330	1,333,330	—	—	—	—	—	—	—	—	—
Isle of Axholme Light	Undertaking vested in the "Leamington and Yorkshire" and "North Eastern" Railway											

31st December 1902.—ENGLAND AND WALES—continued.

Companies have been nominally increased by conversion, consolidation, or division of their stocks in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBTENTURE STOCK.					PAID-UP CAPITAL INCLUDING LOANS AND DEBTENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
	Loans.		Debtenture Stock.		Total raised by Loans and Debtenture Stock.	Total on 31st December, 1902.	Total on 31st December, 1901.		
	Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	£	Per cent.	£	Per cent.	£	£	£	£	
894,293	—	—	—	—	—	894,508	894,508	—	
162,839	—	—	40,000	4	40,000	162,839	162,839	—	
299,630	—	—	76,000	3	76,600	374,250	376,500	—	
—	—	—	—	—	—	—	—	—	Railway authorized under the Light Railways Act, 1896. No capital had been raised at 31st December, 1902, as a railway not constructed at that date.
100,000	33,300	8	—	—	33,300	133,300	133,300	—	
—	—	—	—	—	—	—	—	—	Railway authorized under the Light Railways Act, 1896. No capital had been raised at 31st December, 1902, and railway not constructed at that date.
186,000	—	—	62,000	6	62,000	248,000	248,000	—	The line is worked jointly by the "Great Western" and "Midland" Companies.
Railway Companies; the Capital is included in the Returns of those Companies.									
334,000	5,000	4	—	—	5,000	339,000	340,000	—	The line is worked jointly by the "Great Western" and "Metropolitan" Companies.
266,000	—	—	—	—	—	266,000	197,754	—	*Interest paid out of capital. Line not open for public traffic on 31st December, 1902.
—	—	—	—	—	—	—	—	—	No Capital had been raised at 31st December, 1902, and railway not constructed at that date.
—	—	—	—	—	—	—	—	—	Railway authorized under the Light Railways Act, 1896. No capital had been raised at 31st December, 1902, and railway not constructed at that date.
—	—	—	—	—	—	—	—	—	Railway authorized under the Light Railways Act, 1896. No capital had been raised at 31st December, 1902, and railway not constructed at that date.
£820,000	40,000*	5	1,678,947 2,000,000	3 4†	3,618,947	7,608,947	7,507,947	—	*Capitalized value of Land Rent charges. †2 per cent. and 1 per cent. contingent additional interest.
350,000	331	4	—	—	331	350,331	350,331	—	
—	—	—	—	—	—	—	—	—	No capital had been raised at 31st December, 1902, and railway not constructed at that date.
Companies as from 1st October, 1902, under Act 2 Edw. VII., cap. 108. 51,535									

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in *italics*, as regards the year 1902, show the amounts by which the Capitals of the various Companies are, in all cases, indebted

NAME OF COMPANY.		AUTHORISED CAPITAL.			PAID-UP STOCK AND SHARE.								
		By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preference.			Guaranteed.			
					Amount.	Rate of Dividend paid.	Amount.	Percentage of ordinary stock.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
		£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.	
Isle of Thanet Light		300,000	300,000	600,000	150,000	Nil	150,000	5	5	—	—	—	
Isle of Wight		475,412	110,811	586,223	177,100 ⁰ 177,100 ⁰ 177,100	4 3 —	84,012	4	4	—	—	—	
Isle of Wight Control		982,000	354,305	1,336,305	80,460	Nil	193,055	5	Nil	—	—	—	
Worked by the Isle of Wight Control.	Freshwater, Yarmouth, and Newport.	175,000	95,500 ⁰	270,500	62,581	Nil	40,000	5	Nil	—	—	—	
	Newport, Godshill, and St. Lawrence.	120,000	40,000	160,000	3,900 ⁰ 50,000 ⁰ 50,000 ⁰	Nil Nil Nil	—	—	—	—	—	—	
King's Lynn Docks and Railway		415,280	150,000	565,280	82,281 80,108	Nil 1	14,220 120,000 20,000	4 4 5	4 4 5	—	—	—	
Knott End		50,000	10,000	60,000	—	—	4,700 45,000	4 4	4 4	—	—	—	
Lambourn Valley		180,000	30,000	210,000	90,523	Nil	30,000	5	Nil	—	—	—	
					18,105,068	4	20,400,000 190,000 284,375	3 4 ¹ / ₂ 6	3 4 ¹ / ₂ 6	2,800,000	4	4	
Lancashire and Yorkshire		31,000,000	21,000,000	52,000,000	—	—	4,700,400	5	5	624,174	4	4	
Worked in the Lancashire and Yorkshire.	Liverpool, Southport, and Preston Junction.	198,744	—	198,744	198,744	1 ¹ / ₂ ⁰	—	—	—	—	—	—	
	West Lancashire	690,180	377,795	1,067,975	153,770	—	382,416	—	—	—	—	—	
Lancashire, Derbyshire, & East Coast		1,825,000	867,140	2,692,140	1,825,000	Nil	250,000 340,610	5 5	5 Nil	—	—	—	
Worked by the Lancashire, Derbyshire, and East Coast.		Sheffield District	340,000	108,990	448,990	205,000	Nil	100,000	5	Nil	—	—	

31st December 1902.—ENGLAND AND WALES.—continued.

Companies have been nominally increased by conversion, consolidation, or division of their stocks in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL INCLUDING LOANS AND DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1902.	Total on 31st December, 1901.		
	Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	£	Per cent.	£	Per cent.	£	£	£	£	
300,000	20,000	5	150,000	4	170,000	470,000	400	—	Accounts to the 30th September, 1902. The Company was incorporated under the Companies Act, 1892, on the 1st November, 1900, and subsequently obtained the Act under the Light Railways Act, 1899, for the construction of Light Railways in the Isle of Thanet.
433,312	6,000†	5	185,000	4	191,000	632,312	573,363	—	*Preferred. †Converted Ordinary Stock.
192,000	—	—	37,000	4	37,000	230,000	230,000	—	†Deferred. ‡Capitalized value of Land Rentcharges.
278,515	7,864*	5	113,455 125,000 70,000	3 4 4½	336,310	588,384	588,754	—	*Capitalized value of Land Rentcharges.
134,081	—	—	30,000 71,377	3½ 5	91,377	225,458	225,458	—	*The Company is also authorized to issue an amount of Debenture Stock sufficient to produce 20,000.
120,000	40,000	4	—	—	40,000	160,000	150,000	—	*Ordinary Shares. †Preferred Shares. ‡Deferred Shares.
311,039	—	—	140,000	4½	140,000	453,039	403,039	—	
48,750	—	—	—	—	—	48,750	48,750	—	
30,310	—	—	—	—	—	30,310	30,310	—	Line not opened for public traffic on 31st December, 1902.
158,351	—	—	43,000	4	43,000	172,351	172,351	—	*On the 31st December, 1901, the figures for the year 1902 not being yet available.
36,492,353	20,000 10,000 5,000 10,000 300 300,000†	2½ 2½ 3 3½ 4 5	35,411,300	3	34,817,200	65,300,864	65,945,451	10,000	* Minimum rate. † Capitalized value of Land Rentcharges.
7,540,624	—	—	4,150,004	3	4,150,004	11,672,388	11,470,358	—	
198,744	—	—	—	—	—	198,744	198,744	—	* Under Act 49 & 50 Vict. c. 100, the line was vested in the Lancashire and Yorkshire Company as from the 1st July 1901, subject to the payment of a gratuity to existing security for 10 years.
696,156	—	—	577,794	3½ 4½	577,794	1,263,952	1,263,952	—	* Under Act 49 & 50 Vict. c. 100, the line was vested in the Lancashire and Yorkshire Company as from the 1st July 1901, subject to the payment of a gratuity to existing security for 10 years. The preference rate payable on the Debenture Stock is 1 per cent. per annum, and the Preferred and Ordinary Capital is not entitled to any dividend till this rate has been paid.
1,913,636	—	—	753,542	4	753,542	2,667,178	2,668,798	—	
300,000	—	—	144,320	4	144,320	444,320	304,320	—	

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in italics, as regards the year 1901, show the amounts by which the Capitalist the various
These amounts are, in all cases included

Loaned to or worked by the London and North-Western

NAME OF COMPANY	AUTHORISED CAPITAL			PAID-UP STOCK AND SHARE							
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend paid.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend paid.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.
Leamington and Hastings Light	75,000	25,000	100,000	5,158	NIL	—	—	—	—	—	—
Lee-on-the-Solent	30,000	10,000	40,000	28,900	NIL	—	—	—	—	—	—
Leek and Mansfield Valley Light (Leek, Gidley, Low, and Harlington Light Railways)	20,000	10,000	30,000	15,000	NIL	—	—	—	—	—	—
Lincoln and East Coast Railway and Dock	Undertaking absorbed under Act 8 Edw. VII., cap. 3.										
Lincoln and Looe	74,000	30,000	104,000	23,200	NIL	39,927	3	NIL	—	—	—
Lincoln and Gainsborough	211,625	35,300	246,925	23,025	NIL	7,300	3	NIL	—	—	—
Liverpool Cattle Market Line	300,000	100,000	400,000	—	—	—	—	—	—	—	—
Liverpool Overhead	680,000	225,000	905,000	500,000	12	120,000	5	5	—	—	—
Liverpool, St. Helen's, and South Lancashire	550,000	270,000	820,000	188,800	NIL	40,000	4	NIL	100,000	4	NIL
Liverpool, Southport, and Preston Junction	Undertaking incorporated in the Lancashire and Yorkshire Company. For Capital see under L.										
Isard Light	75,000	25,000	100,000	1,380	NIL	—	—	—	—	—	—
Llanelli and Myrdd Mawr	60,000	65,000	125,000	28,625	NIL	—	—	—	—	—	—
London and Blackwall	Loaned to the Great Eastern.										
London and Greenwich	Loaned to the South-Eastern.										
London and North-Western	37,623,333	41,733,000	129,356,333	42,874,258	6	25,000,000	4	4	25,000,000	6	4
				12,345,765	6	1,425,962	4	4	5,214,525	4	4
						4,118,124	4	4			
Clarnwood Forest	150,000	50,000	200,000	100,000	NIL	—	—	—	—	—	—
Barbours	100,000	33,000	133,000	53,900	NIL	—	—	—	—	—	—
Mold and Deurgh Junction	325,000	247,000	572,000	73,000*	NIL	100,000	5	NIL	—	—	—
				73,000†	NIL						
				73,000‡	NIL						
Stamford Union Railway and Canal	307,500	—	307,500	307,500	5	—	—	—	—	—	—

See also "Birkenhead," "Manchester, South Junction, and Altrincham," "North and South-Western Junctions," "Oldham, Ashton-under-Lyne, and Guide Bridge Junctions," "Sheffield and Harwood," "Tewbury," and "West London."

31st December, 1902.—ENGLAND AND WALES—continued.

Companies have been nominally increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBT-STOCK.					PAID-UP CAPITAL, INCLUDING LOANS & DEBT-STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.	
	Loans.		Debt-stock.		Total raised by Loans and Debt-stock.	Total on 31st December, 1902.	Total on 31st December, 1901.			
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£		
5,138	—	—	675	4½	578	5,833	—	—	{ Railway authorized under the Light Railways Act, 1900. Line not open for public traffic on the 31st December, 1901.	
20,980	—	—	—	—	—	20,980	20,980	—		
15,990	—	—	—	—	—	12,000	7,822	—		
65,227	5,470	4	{	—	—	65,227	79,500	650	{ Railway authorized under the Light Railways Act, 1900. A capital sum, not exceeding 15,000, is granted by the Treasury, subject to certain conditions, and a further sum of 7,000, is to be advanced on loan, if found necessary. The line was not open for public traffic on 31st December, 1902.	
	6,000	4½				24,900	89,227	79,500		
	11,000	5				—	—	—		
	2,000	4				—	—	—		
30,825	10,500	4½	{	—	—	14,900	44,825	44,825	{ No capital had been raised at 31st December, 1902, and railway not constructed at that date.	
—	1,500	5	{	—	—	—	—	—		
620,000	190,000	4	{	—	—	190,000	810,000	790,000		
278,905	30,000*	4				270,000	548,905	545,555	—	*Capitalized value of Rent-charges.
available and Forfeited										
1,320	—	—	—	—	—	1,320	—	—	{ Railway authorized under the Light Railways Act, 1900. Line not open for public traffic on the 31st December, 1902.	
20,025	—	—	45,900	5	45,900	104,955	804,555	—		
88,481,345	102,900*	5	38,370,000	5	38,738,000	121,214,345	119,445,555	5,808,615†	*Capitalized value of Rent-charges.	
9,529,235	—	—	9,534,657	5	9,534,335	18,674,185	18,672,464	—	† Includes 1,705,741 <i>l.</i> converted Debentures of other Companies.	
159,000	—	—	45,000	5	45,000	205,000	205,000	—	The issue of debentures of this Company, has been the subject of prolonged litigation. By order of the High Court of Justice a Special Referee was appointed in 1900, and the Report made by him showed that debentures due to the amount of 177,000 <i>l.</i> had been issued, of which only 45,000 <i>l.</i> was legal, the balance being ultra vires. The affairs of the Company are still in Chancery.	
75,000	17,303* 22,692*	4½ 5	14,586 5,880	5 5	60,390	115,399†	136,579	—	*Capitalized value of Land Rent-charges.	
325,000	12,215‡	5	40,000 137,000 70,000	5 5 5	209,215	584,215	584,215	—	† On the 31st December, 1901, the figures for the year 1902 not being as yet available.	
397,889	—	—	—	—	—	397,889	405,357	—	*Undivided Stock. ‡Preferred Stock. §Deferred Stock.	
									§Capitalized value of Land Rent-charges.	

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in dollars as regards the year 1992, show the amounts by which the Capital of the various
These amounts are, in all cases, inclusive.

NAME OF COMPANY.	AUTHORISED CAPITAL			PAID-UP STOCK AND DEBTS								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.			
				Amount.	Rates of Dividend paid.	Amount.	Preference Rate of Interest.	Rates of Dividend paid.	Amount.	Maximum Rate of Dividend.	Rates of Dividend paid.	
	£	£	£	£	Perc cent.	£	Perc cent.	Perc cent.	£	Perc cent.	Perc cent.	
LONDON AND SOUTH-WESTERN	33,183,402	14,542,134	47,625,536	5,773,707 5,773,707 ^a 5,773,707 ^b	5 4 2	5,583,850 5,584,827	5½ 4	5½ 4	295,640	4	—	
Bathleigh Salterton	50,000	20,000	70,000	60,000	3	—	—	—	—	—	—	
North Cornwall	55,000	25,000	80,000	—	—	—	—	—	—	—	—	
Lazearston and Halwell Capital	150,000	50,000	200,000	75,000 ^a 75,000 ^b	4 ½	—	—	—	—	—	—	
Lazearston and Delabole Capital	185,000	62,000	247,000	185,000	3½	—	—	—	—	—	—	
Wadebridge Capital	150,000	50,000	200,000	40,000	NIL	—	—	—	188,000	3	3	
Falstow Capital	18,000	—	18,000	87,500	3	—	—	—	—	—	—	
Plymouth, Devonport, and South-Western Junction	825,000	294,000	1,119,000	300,000	5½	300,000	4½	4½	—	—	—	
Salisbury Railway and Market House	17,000	4,000	21,000	13,400	4½	1,000	5	4	—	—	—	
Salisbury	66,000	22,000	88,000	59,230	5½	—	—	—	—	—	—	
Waterloo and City	340,000	171,667	511,667	500,000	5½	—	—	—	—	—	—	
See also "Eastern and Church Hops," "West London Extension," and "Weymouth and Portland."				1,540,350 ^a 1,540,350 ^b 1,543,420 ^c	5½ 6 4½	9,073,315	5	5	1,955,840	5	5	
LONDON, BRIGHTON, AND SOUTH COAST	21,727,000	7,804,000	29,531,000	—	—	579,000	—	—	126,700	4	4	
Leased to or worked by the London, Brighton, and South Coast	{ Brighton and Lytle Hayling Railway	70,000	34,000	100,000	20,000 ^a 24,000 ^b 17,000 ^c	NIL NIL NIL	—	—	—	—	—	
		60,000	21,000	47,000	44,120	1½	14,000	5	5	—	—	
See also "Victoria Station and Finsley" and "West London Extension."				—	—	—	—	—	—	—	—	
LONDON, CHATHAM, AND DOVER	19,388,137	9,144,138	28,532,275	11,329,282	NIL	6,727,366 869,532	4½ 4½	5½ NIL	280,000 155,631	5½ 4½	5½ 4½	
Leased to the London, Chatham, and Dover	{ Mid Kent (Rousley to St. Mary Cray)	70,000	22,000	92,000	41,550	4	—	—	—	—	—	
		—	20,000	20,000	—	—	—	—	—	—	—	
See also "Victoria Station and Finsley"				—	—	—	—	—	—	—	—	
LONDON CORPORATION (Foreign Cattle Markets, Deptford, Railway)	—	20,000	20,000	—	—	—	—	—	—	—	—	
LONDON, TILBURY, AND SOUTHEAST	3,207,450	1,126,000	4,333,450	100,540 1,130,390	4 6½	1,004,180	4	4	—	—	—	
				—	—	450	4	4	—	—	—	
Long Melford and Hadleigh Light	90,000	32,000	122,000	—	—	—	—	—	—	—	—	
Loughborough and Sheppshed	80,000	25,666	105,666	—	—	—	—	—	—	—	—	
South and East Coast	Leased to the Great Northern.											
Lyndhurst Light	24,000	8,000	32,000	—	—	—	—	—	—	—	—	
Lynton and Barnstaple	85,000	53,330	138,330	84,068	NIL	—	—	—	—	—	—	

31st December, 1902.—ENGLAND AND WALES—continued.

Companies have been normally increased by conversion, consolidation, or division of their stocks. In the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1902.	Total as 31st December, 1901.		
	Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	£	Per cent.	£	Per cent.	£	£	£	£	
33,648,910	6,590 17,044½	4 4	13,877,800	5	13,964,354	47,590,464	46,102,838	455,626	*Preferred Converted Ordinary Stock. †Deferred Converted Ordinary Stock. ‡Capitalised value of Land Revenues.
4,870,344	—	—	2,532,000	5	2,532,585	7,455,339	7,068,560	—	
60,000	3,000	3	—	—	3,000	63,000	63,000	—	
—	—	—	—	—	—	—	—	—	
150,000	—	—	50,000	4	50,000	200,000	200,000	—	*Preferred Stock. †Deferred Stock.
187,000	—	—	60,000	3½	60,000	240,000	240,000	—	
150,000	—	—	50,000	3½	50,000	200,000	200,000	—	
87,500	—	—	—	—	—	87,500	87,500	—	
600,000	—	—	220,000	4	220,000	820,000	820,000	—	
14,400	2,350 1,950	3½ 3½	—	—	3,300	18,000	15,000	—	
50,230	—	—	22,000	5	22,000	51,230	51,230	—	
540,000	—	—	65,500	3	65,500	605,500	599,000	—	
30,425,776	40,107½	5	1,300,233 5,070,250	4 4½	6,416,616	30,942,391	29,655,125	—	*Undivided Stock. †Preferred Stock. ‡Deferred Stock. §Capitalised value of Land Revenues. ||Nominal reduction of Capital.
257,000	—	—	—	—	—	257,000	257,000	—	
64,395	—	—	24,000 450	4 5	24,450	89,345	89,345	—	*Ordinary Shares. †Preferred Half Shares. ‡Deferred Half Shares.
60,120	—	—	21,900	4½	21,900	82,020	82,020	—	
15,002,640	4,500 60,000 68,576 37,000 52,070 64,000	3 3½ 3½ 3½ 3½ 4	750,900 1,591,352 4,699,344	3 4 4½	8,711,742	27,973,792	27,758,685	160,635	
61,550	2,000 12,000	3½ 4½	—	—	22,000	84,550	84,550	—	
—	35,000	3½	—	—	25,000	35,000	35,000	—	(Line constructed but not working at 31st December, 1902.
2,935,132	—	—	960,920	4	960,920	3,896,252	3,741,750	554,480	
450	—	—	11,000	4	11,000	15,450	11,450	—	Railway authorised under the Light Railways Act, 1896. No capital had been raised at 31st December, 1902, and railway not constructed at that date.
—	—	—	—	—	—	—	—	—	No capital had been raised at 31st December, 1902, and railway not constructed at that date.
—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1896. No capital had been raised at 31st December, 1902, and railway not constructed at that date.
84,365	27,300 15,900	4 4½	—	—	43,200	128,165	128,165	—	

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in italics, as regards the year 1902, show the amounts by which the Capitals of the various Companies are, in all cases, exceeded.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND BONDS.							
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.
Macintosh Committee . . .	Line owned by the "Great Central" and "North Staffordshire" Railway Companies.										
Marston & Evesham Junction Light	90,000	32,000	128,000	—	—	—	—	—	—	—	—
Manchester & Liverpool Electric Express	2,100,000	700,000	2,800,000	—	—	—	—	—	—	—	—
Manchester and Milford . . .	570,300	204,300	774,600	323,600	Nil	190,200	5	Nil	—	—	—
Manchester Ship Canal and Railway	4,000,000	7,512,000	11,512,000	3,997,402	Nil	3,999,901	5	Nil	—	—	—
Manchester, South Junction, and Altrincham.	—	210,000	210,000	—	—	—	—	—	—	—	—
Maryport and Carlisle . . .	777,800	110,000	887,800	733,800	7	—	—	—	2,000	4 ¹ / ₂	—
Messageries	21,000	8,400	29,400	21,000	Nil	—	—	—	—	—	—
Mersey	2,510,000	1,808,300	4,318,300	1,412,345	Nil	648,127	3	Nil	—	—	—
				527,805	Nil	155,255	3	Nil	—	—	—
Methley Railway Joint Committee	The line is the joint property of the "Great Northern," "Leeds and Yorkshire," and "York and Great Northern" Companies.										
Metropolitan Railway Capital . .	10,441,945	3,794,392	14,236,337	5,731,580	20	495,016	31	31	100,000	5	1
						3,100,113	41	41			
						300,000					
Metropolitan Land Capital :	2,640,915	—	2,640,915	2,640,915	20	—	—	—	—	—	—
				2,640,915	20	442,045	4	4	—	—	—
Metropolitan District	1,078,444	1,000,000	2,078,444	2,274,000	Nil	1,200,000	5	Nil	25,000	31	31
									100,000	31	31
									1,250,000	4	4
									214,444	41	41
Richmond Extension	200,000	—	200,000	—	—	—	—	—	200,000	4	4
Edgware Extension	200,000	—	200,000	—	—	—	—	—	200,000	41	41
Falkirk Extension	300,000	—	300,000	—	—	—	—	—	300,000	41	41
Whitechapel and Bow Extension .	587,927	—	587,927	—	—	—	—	—	182,927	5	5
									92,000	3	3
									212,900	4	4
Becontree and Fleetville Closes .	200,000	—	200,000	—	—	—	—	—	—	—	—
Bromley and Metropolitan . . .	270,000	90,000	360,000	230,000	Nil	53,000	5	Nil	—	—	—

31st December, 1902.—ENGLAND AND WALES—continued.

Companies have been recently increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.				PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.	
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1901.			Total on 31st December, 1902.
	Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	£	Per cent.	£	Per cent.	£	£	£		
is included	in the Returns of these Companies.								
—	—	—	—	—	—	—	—	Railway authorized under the Light Railways Act, 1900.	
—	—	—	—	—	—	—	—	No Capital had been raised at 31st December, 1901, and railway not constructed at that date.	
513,300	500 174,730 38,582*	4½ 5 3	—	—	513,812	737,043	737,043	* Capitalized value of Land Recharges.	
7,997,403	1,530,000 1,086,000 5,600,000 5,000*	3½ 4 4½ 4	—	—	7,469,000	11,469,403	15,453,388	* Capitalized value of Land Recharges.	
—	—	—	216,000	4	216,000	216,000	216,000	—	
777,800	1,300†	5	107,000	4	108,800	886,600	886,600	† Minimum Rate. Capitalized value of Land Recharges.	
21,000	4,745	5	—	—	4,745	25,745	53,245	—	
2,001,370	—	—	743,364 363,374 349,370	3 4 4½	1,357,004	2,618,374	5,374,614	—	
515,198	—	—	—	—	—	515,198	515,198	—	
Eastern Railway Companies; the Capital is included in the Returns of those Companies.									
2,037,518	50,000* 32,888†	4 5	555,680 2,448,123 52,745 358,363	3½ 4 4½ 4½	2,498,799	11,332,358	12,940,710	184,730	
2,640,915	—	—	—	—	—	2,640,915	5,640,915	—	
5,082,552	—	—	—	—	—	5,082,552	5,082,552	—	
2,765	—	—	—	—	—	2,765	2,765	—	
5,617,844	10,000 117,000	3½ 4	797,300 1,311,495	4 6	2,062,825	7,582,849	7,533,863	—	
300,000	—	—	—	—	—	300,000	300,000	* Borne as a security for Temporary Loan. This was constituted a separate undertaking under Act of 1876. A dividend at the rate of 5 per cent. per annum being guaranteed by the "Metropolitan" Railway Company under the Metropolitan District Railway Act of 1875.	
250,000	—	—	—	—	—	250,000	250,000	Constituted a separate capital and undertaking under Act of 1877.	
300,000	—	—	—	—	—	300,000	300,000	Constituted a separate capital and undertaking under Act of 1878.	
512,927	—	—	—	—	—	512,927	220,000	493,000 This secured the Metropolitan District Company is authorized to raise for subscribing to the Whitechapel and New Railway Company.	
—	—	—	—	—	—	—	—	This secured the Metropolitan District Company was authorized to raise for subscribing to the Tottenham and Woodbury Green Company from the Green Northern, Finsbury and Brompton. A dividend had been raised at 31st December, 1902.	
233,000	70,000	4½	—	—	70,000	233,000	233,000	—	

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in Italics, as regards the year 1902, show the amounts by which the Capitals of the various
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND SHARE.								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend paid.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend paid.	Rate of Dividend paid.	
£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.		
Metropolitan and Metropolitan District, City Lines and Extensions.	Lines owned by the "Metropolitan" and "Metropolitan District" Railway Companies; the Capital											
Mt Kent (Bromley to St. Mary Cray) .	Leased to the London, Chatham, and Dover.											
Midland	144,861,722	38,570,585	183,432,307	77,673,683*	3½	48,223,480	3½	3½	17,844,739	3½	3½	
				37,921,484†	3½							
				14,651,741	—	18,765,021	3½	3½	7,633,207	3½	3½	
Worked by the Midland } Tottenham and Forest Gate	600,000	300,000	900,000	225,000	Nil	225,000	4	3½	150,000	3	3	
Yorkshire Dales	54,000	18,000	72,000	45,405	Nil	—	—	—	—	—	—	
See also the "Malpas," "Midland and Great Northern Railways Joint Committee," "North and South Western Junction," and "Tottenham and Hampstead Junction."												
Midland and Great Northern Railways Joint Committee.	1,200,000	—	1,200,000	—	—	—	—	—	1,200,000	3	3	
Midland and North-Eastern Committee (Swinton to Knaresborough).	The line is the joint property of the "Midland" and "North-Eastern" Railway Companies; the											
				284,265	Nil	337,464	5	Nil	165,384	3	3	
Midland and South Western Junction	808,978	1,304,788	2,193,766	—	—	—	—	—	41,744	3	3	
Mt Norfolk Light	225,800	75,000	300,000	29,830	Nil	—	—	—	—	—	—	
Mt Wales	Worked by the Cambrian.											
Milford Haven Dock and Railway	140,000	45,000	185,000	74,330	Nil	—	—	—	—	—	—	
Mold and Denbigh Junction	Worked by the London and North-Western.											
Murdoch Railway and Pier	104,800	35,330	141,130	43,516	5	24,000	4	4	—	—	—	
Muswell Hill and Palace	Worked by the Great Northern.											
North and Boston	444,790	494,346	1,383,336	—	Nil	400,422	4	Nil	—	—	—	
				254,230	—	367,451*	—	—	—	—	—	
North, Peterborough, and Bryn-Aran	372,800	124,000	496,800	1,605	Nil	—	—	—	—	—	—	
Northport, Gt Oulton, and St. Lawrence	Worked by the Isle of Wight Canal.											
Old Valley Light	35,000	12,000	47,000	—	—	—	—	—	—	—	—	
North and Norfolk Joint Railway Committee	The Capital is provided by the "Great Eastern," "Great Northern," and "Midland" Railways											
Northampton and Banbury Junction	915,000	300,000	1,215,000	106,080	Nil	145,000	5	Nil	—	—	—	
						74,770	5	Nil	—	—	—	
North and North Shields Electric	180,000	60,000	240,000	—	—	—	—	—	—	—	—	
North and South-Western Junction	105,000	23,600*	128,600	128,600*	7½	—	—	—	—	—	—	
North Cornwall	Worked by the London and South-Western.											
				30,302,384	5½	11,321,227	4	4	8,534,114	4	4	
North Eastern	59,941,365	38,373,843	98,315,208	—	5½	200,000	4	4	121,474	4	4	
				300,000	5½	200,000	4	4	121,474	4	4	

31st December, 1902.—ENGLAND AND WALES.—continued.

Companies have been nominally increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1902.	Total on 31st December, 1901.		
	Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	£	Per cent.	£	Per cent.	£	£	£		
is included in the Returns of these Companies.									
342,561,197	—	—	37,002,079	3½	37,002,079	180,643,275	177,436,508	32,475,493	* Preferred Converted Ordinary Stock.
32,012,739	—	—	11,703,422	3½	11,703,422	73,785,221	73,785,221	—	† Declared Converted Ordinary Stock.
600,000	—	—	178,500	4	178,500	778,500	705,500	—	‡ Consisting of 11,638,476 subscribed to lines, the joint property of the "Midland" and other companies; and 817,019, to other independent companies.
43,405	15,000	3½	—	—	15,000	58,405	35,525	—	
1,300,000	—	—	—	—	—	1,300,000	1,300,000	—	
Capital is included in the Returns of these Companies.									
797,005	9,000*	5	191,117	Nil	1,094,783	1,891,848	1,237,248	—	* Capitalised value of Exchange.
41,524	—	—	436,189	—	436,189	228,205	228,205	—	
29,659	—	—	—	—	—	29,659	—	—	{ Railway authorised under the Light Railways Act, 1900. Line not open for public traffic on 31st December, 1901.
74,320	—	—	42,481	5	42,481	119,711	119,711	—	
68,514	—	—	—	—	—	68,514	68,514	—	This undertaking is worked by the Swanton Improvement and Tramways Company. For further particulars, see "Tramway" Returns.
624,692	—	—	681,021	4	681,021	1,267,653	1,267,653	—	
257,453*	—	—	75,758*	—	75,758*	331,211*	331,211*	—	* Nominal reduction of capital.
1,005	—	—	—	—	—	1,005	1,005	—	Line not open for public traffic on 31st December, 1902.
—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1900. No capital had been raised at 31st December, 1902, and railway not constructed at that date.
Companies.									
329,730	4,000*	5	115,960	5	290,656	619,788	619,788	—	* Capitalised value of Land Exchanges.
—	—	—	—	—	—	—	—	—	{ No capital had been raised at 31st December, 1902, and railway not constructed at that date.
128,600	—	—	—	—	—	128,600	128,600	—	* Under the Companies' Clauses Consolidation Act, 1845, the Company needed share capital to the sum of £100,000. The line is leased jointly to the "London and North Western," "Midland," and "Great London" Companies.
32,187,595	300	5	22,948,680	3	22,952,060	71,043,325	74,105,911	196,909	
1,428,359	2,600	3½	—	—	—	—	—	—	
	2,500	3½	—	—	—	—	—	—	
	1,850	4	—	—	—	—	—	—	
	—	—	6,639,940	5	5,239,940	7,012,539	7,012,539	—	

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in italics, as regards the year 1902, show the amounts by which the Capitals of the various
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND DEBTS.								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Endowment Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.		
North Eastern—continued.												
Great North of England, Clarence and Hartlepool Junction.	74,900	*	74,900	41,975	55	16,918	4½	4½	18,730	5	—	
Southern, Bridlington, and West Riding Junction.	220,000	33,333	253,333	244,240	2	—	—	—	—	—	—	
Northern and Eastern	Undertaking sold to the Great Eastern, as from 1st July, 1902, under Act 2 Edw. VII. c. 22.											
North Lincolnshire Light	120,000	40,000	160,000	—	—	—	—	—	—	—	—	
North Lindsey Light	84,000	26,000	110,000	—	—	—	—	—	—	—	—	
North London See also "North and South Western Junction."	3,225,000	1,680,700	4,905,700	2,034,400	42	220,000 700,000	4½ —	4½ 5	—	—	—	
North Staffordshire	3,335,473	3,183,923	11,417,395	3,330,140 50,740	4½ 48	3,043,333 1,022,533	3 3	3 3	1,170,000	5	5	
North Sunderland	31,000	10,333	41,333	14,000	NH	9,000	4	NH	—	—	—	
North Wales and Liverpool Committee	The line is the joint property of the "Great Central," and "Wrexham, Mold, and Connah's Quay"											
North Wales narrow gauge: Maes Tryfan Undertaking	104,000	54,000	158,000	65,975	NH	17,200	6	NH	—	—	—	
Belgiate Extension	12,800	4,000	16,800	—	—	—	—	—	—	—	—	
North West London	1,800,000	800,000	2,600,000	—	—	—	—	—	—	—	—	
Nottingham and Grantham Railway and Canal	Leased to the Great Northern.											
Nottingham and Retford	1,100,000	303,605	1,403,605	—	—	—	—	—	—	—	—	
Nottingham Joint Station Committee	1,150,000	—	1,150,000	—	—	—	—	—	1,150,000	3	3	
Nottingham Suburban	Worked by the Great Northern.											
Oldham, Ashton-under-Lyne, and Guide Bridge Junction.	340,000	*	340,000	300,000	*	—	—	—	40,000	4½	4½	
Oxford, Cotham and Tinsfield Light	66,000	25,000	91,000	—	—	—	—	—	—	—	—	
Oxford and Aylesbury Tramroad	Worked by the Metropolitan.											
Pennarth Extension	Leased to the Taff Vale.											
Pennarth Harbour, Dock, and Railway	170,000	55,000	225,000	—	—	—	—	—	—	—	—	
Pennarth, Newlyn, and West Cornwall Light.												
Plymouth and Dartmoor	900,000	25,300	925,300	55,000	NH	75,000 25,000 66,000	5 5 5	5 5 5	—	—	—	
Plymouth and North Devon District	250,000	33,333	283,333	15,587	NH	—	—	—	—	—	—	
Plymouth, Devonport, and South Western Junction.	Worked by the London and South Western.											
Portsmouth, Bournemouth, and South Bournemouth	270,000	90,000 10,000	345,000	—	—	—	—	—	—	—	—	
Portsmouth, Gosport, and Bournemouth	48,000	15,980	63,980	35,000	NH	—	—	—	—	—	—	
Port Talbot Railway and Dock	1,230,000	300,520	1,530,520	625,630	NH	600,000	4	2	—	—	—	
Princesport	Worked by the Great Western.											
Ravenshoe and Eskdale	38,000	12,000	48,000	24,000	NH	—	—	—	—	—	—	
Redruth and Chacewater	42,500	7,500	50,000	40,500	NH	—	—	—	—	—	—	

31st December 1902.—ENGLAND AND WALES—continued.

Companies have been recently increased by conversion, consolidation, or division of their stocks. In the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID UP CAPITAL INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December 1902.	Total on 31st December 1901.		
	Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	£	Per cent.	£	Per cent.	£	£	£		
72,518	—	—	—	—	—	72,518	72,518	—	*Borrowing powers exercised by the "North-Eastern" Company, and amount included in the return of that Company.
244,240	—	—	72,000	4½	72,000	310,240	226,240	—	
—	—	—	—	—	—	—	1,175,230	—	{ Railway authorised under the Light Railways Act, 1900. No capital had been raised on 31st December 1902, and railway not constructed at that date.
—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1900. No capital had been raised on 31st December 1902, and railway not constructed at that date.
2,984,400	—	—	6,000	4	6,000	3,555,200	3,555,100	—	*Minimum rate, 4½; maximum, 5.
7,442,473	—	—	2,745,990	3	2,745,990	10,182,493	12,160,400	223,570	
1,032,473	—	—	400,000	3	400,000	1,432,473	1,432,473	—	
24,220	6,300*	5	—	—	6,300	31,120	31,120	—	*Capitalised value of Land Reclamation charges.
Railway Companies; the Capital is included in the returns of those Companies.									
83,305	—	—	30,477	4	30,477	113,782	113,782	—	{ Extension authorised under the Light Railways Act, 1900.
—	—	—	4,140	4	4,140	4,140	4,140	—	{ No capital had been raised on 31st December 1902, and railway not constructed at that date.
—	—	—	—	—	—	—	—	—	{ No capital had been raised on 31st December 1902, and railway not constructed at that date.
1,170,200	—	—	—	—	—	1,170,200	1,146,000	—	{ The station is worked by the "Great Central" and "Great Northern" Companies.
—	—	—	—	—	—	—	—	—	{ The line is worked jointly by the "Great Central" and "London and North-Western" Railway Companies, and the ordinary capital is subscribed by them.
340,000	—	—	40,000	4	40,000	380,000	380,000	—	{ The borrowing powers have been transferred to and are exercised by these Companies jointly. Any net profits after payment of dividend on guaranteed Capital and interest on Debenture stock is divided equally between the above Companies.
—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1900.
—	—	—	—	—	—	—	—	—	{ No capital had been raised on 31st December 1902, and railway not constructed at that date.
—	—	—	—	—	—	—	—	—	{ Railway authorised under the Light Railways Act, 1900.
201,000	4,000	3	20,070	4	24,070	225,070	225,070	—	{ No capital had been raised on 31st December 1902, and railway not constructed at that date.
16,987	—	—	—	—	—	16,987	16,987	—	{ Line not opened for public traffic on 31st December 1902.
—	—	—	—	—	—	—	—	—	* Amount authorised to be advanced to the Company by Local Authorities.
25,000	850	5	—	—	850	33,330*	33,330	—	{ No capital had been raised on 31st December 1902.
1,223,830	3,000	5½	—	—	3,000	1,226,830	1,203,730	—	* On the 31st December, 1902, the figures for the year 1902 not being as yet available.
24,000	2,600	6	—	—	2,600	26,600	26,600	—	
—	3,400	5	—	—	3,400	—	—	—	
—	—	—	—	—	—	—	—	—	

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in italics as regards the year 1902, show the amounts by which the Capitals of the various Companies are, in all cases, exceeded.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND BONDS.							
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
Rhonda and Swansea Bay . . .	£ 976,000	£ 325,000	£ 1,301,000	431,579	For 1902 2	£ 385,584	For 1902 5	For 1902 5	—	For 1902 5	For 1902 5
Rhymney	2,034,080	305,500	2,339,580	548,543	4½	969,090	4	4	—	—	—
				503,457	3½						
				503,457	3½						
				10,588	—	357,000	4	4	—	—	—
				555,617	—						
Ruberybridge and Peversey Light . . .	90,000	30,000	120,000	—	—	—	—	—	—	—	—
Rye and Monmouth	Worked by the Great Western.										
Rother Valley Light	125,000	44,000	179,000	25,702	1½	—	—	—	—	—	—
Rovers and Kelton Fell Mineral . . .	10,000	15,000	25,000	35,230	3½	—	—	—	—	—	—
St. Austell and Penzance Railway, Harbour and Dock . . .	Private property. (No stated capital).										
Salisbury Railway and Market House . .	Worked by the London and South-Western.										
Scamander Railway and Harbour . . .	Private property. (No stated capital).										
Scarborough, Bridlington, and West Riding Junction	Worked by the North-Eastern.										
Sheffield and Midland Committee . . .	Line owned by the "Great Central" and "Midland" Railway Companies; the Capital is included.										
Sheffield District	Worked by the Lancashire, Derbyshire, and East Coast.										
Sheppey Light	70,000	10,000	80,000	70,000	2½	—	—	—	—	—	—
Shiremoor, Loughborough and Maltby . .	Undertaking vested in the "Great Central" and "Midland" Railway Companies as two-thirds.										
Shrewsbury and Hereford	675,000	—	675,000	—	—	—	—	—	20,000	4½	4½
"Great Western" and "London and North-Western" Companies in respect of the									695,000	—	—
Shropshire	—	—	—	—	—	—	—	—	—	—	—
Shropshire Union Railways and Canal . .	Leased to the London and North-Western.										
Sidmouth	Worked by the London and South-Western.										
Southbank District	20,000	5,000	25,000	20,000	Nil	—	—	—	—	—	—
Somerset and Dorset	1,267,000	1,289,513	2,556,513	658,294	Nil	35,655	4½	Nil	—	—	—
				260,000	3½	175,489	5	Nil	—	—	—
Southampton and Winchester Great Western Junction	600,000	900,000	900,000	—	—	—	—	—	—	—	—
				2,552,750	2	2,499,904	5	3	664,300	6	6
				1,745,140	4	722,000	3½	3½	800,000	—	—
				3,745,140	Nil	3,018,125	4	4	—	—	—
				42	Nil	4,235	4	Nil	—	—	—
				10	4	2,175,949	4½	4½	—	—	—
						2,640,829	5	5	—	—	—
London and Greenwich	1,084,250	333,333	1,417,583	861,540	2½	222,790	5	5	—	—	—

3
London &
South
Eastern

31st December 1902.—ENGLAND AND WALES—continued.

Companies have been nominally increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1902.	Total on 31st December, 1901.		
	Amount.	Rate of Interest.	Amount.	Rate of Interest.					
Total Paid-up Stock and Share Capital.	£	Per cent.	£	Per cent.	£	£	£	£	
125,000	35,000*	5	234,000	4	269,000	1,185,929	1,195,001	—	*Capitalized value of Land Exchanges.
2,045,547	—	—	421,000	4	421,000	2,662,293	2,434,845	—	*Preferred Ordinary Stock. †Deferred Ordinary Stock.
383,545	—	—	—	—	—	583,545	490,400	—	{ Railway authorized under the Light Railways Act, 1890. No Capital had been raised at 31st December, 1902, and railway not constructed at that date.
—	—	—	—	—	—	—	—	—	
26,702	—	—	10,000	4	10,000	78,702*	75,702	—	* On the 31st December 1901, the figures for the year 1902 not being as yet available.
36,233	—	—	10,000	4	10,000	40,233	46,233	—	
the Returns of these Companies.									
70,000	—	—	—	—	—	70,000	68,850	—	{ Railway authorized under the Light Railways Act 1890, and worked by the South Eastern and Chatham Railway Companies Managing Committee.
1902, under Act 8 Edw. VII., cap. 150.									
670,000	—	—	—	—	—	670,000	670,000	—	
—	—	—	—	—	—	—	—	—	{ There are neither Directors nor Officers appointed to this Company, which is not in working.
20,000	3,781	4½	—	—	3,781	23,781	65,666	—	{ Both Education Stock. In addition to the fixed dividend of 4½ per cent. the holders of the stock were paid 10s. 6d. per cent. for the year ended 31st October 1902.
1,232,020	—	—	260,000† 221,000† 168,000† 643,374	1 2½ 4 5	1,232,380	2,453,380	2,456,350	12,000	{ These stocks are entitled to a maximum rate of interest of 5 per cent. per annum, provided the net assets of the company are sufficient to pay such rate. The company pays an annual sum of 274c. by way of Exchange, in respect of land purchased.
—	—	—	—	—	—	—	—	—	{ No capital had been raised on 31st December 1902, and railway not constructed at that date.
22,625,917	—	—	1,530,935 178,000 340,446 1,630,085 1,800 4,362,440	3 3½ 3½ 4½ 4½ 5	7,328,620	36,685,338	20,336,097	237,842½	{ *Subject to the redemption of 270,000 on account of Exchanges granted by the Company. †Preferred Stock. ‡Deferred Stock. §Stock in arrears of call. || Stock received in advance of call. ¶Consisting of 421,000 subscribed to loans, the joint property of the South Eastern and other companies, and 161,000 to other companies.
1,064,390	30,000	4	34,000 132,360	2½ 4	224,360	1,309,120	1,209,120	—	

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in italics, as regards the year 1902 show the amounts by which the Capitals of the various Companies are, in all cases, increased.

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND SHARE.								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.			Preferential.			Guaranteed.		
				Amount.	Rate of Dividend paid.	Per cent.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.	£
South Norfolk Light	100,000	30,000	130,000	—	—	—	—	—	—	—	—	—
Southport and Cheshire Lines Extension	<i>Worked by the Cheshire Lines Committee.</i>											
Southport and Lytham Tramroad	250,000	33,330	283,330	—	—	—	—	—	—	—	—	—
South Wales Mineral	167,210	33,000	200,210	55,010	NIL	100,200	6	NIL	—	—	—	—
South Western and Isle of Wight Junction	600,000	200,000	800,000	—	—	—	—	—	—	—	—	—
Southwold	134,000	50,323	184,323	28,000	NIL	3,000	5	NIL	—	—	—	—
South Yorkshire Junction	<i>Worked by the Hall, Barnsley, and West Riding Junction.</i>											
Stamford and Easingwold	<i>Worked by the Great Northern.</i>											
Stockbridge	60,000	20,000	80,000	25,000	NIL	30,000*	5	5	—	—	—	—
Stratford-upon-Avon, Teaneter, and Midland Junction.	<i>See under East and West Junction.</i>											
Sutton and Willoughby	<i>Undertaking vested in the "Great Northern" as from 28th July, 1902, under Act 3 Edw. VII., cap. 112.</i>											
Sutton Bridge Dock	103,800	197,700	301,500	114,800	NIL	17,200	6	NIL	—	—	—	—
Swines and Mumbles	130,000	50,000	180,000	40,000	5½	75,000	4½	4½	—	—	—	—
Taff Vale	5,124,777	1,616,220	6,740,997	5,192,284	3½	5,035,507	4	4	—	—	—	—
Landed to the Taff Vale	<i>Penarth Extension</i>											
	14,000	5,000	19,000	15,000	—	—	—	—	—	—	—	—
Landed to the Taff Vale	<i>Penarth Harbour, Dock, and Railway.</i>											
	772,000	227,000	1,000,000	772,000	5½	—	—	—	—	—	—	—
Talylyn	15,000	4,000	19,000	15,000	NIL	—	—	—	—	—	—	—
Trent Valley Light	16,000	5,000	21,000	13,198	NIL	—	—	—	—	—	—	—
Treig Valley	<i>Worked by the Great Western.</i>											
Tisbury	30,000	—	30,000	—	—	—	—	—	—	20,000	5½	4½
<i>"Great Western" and "London and North Western" Companies in respect of the</i>												
Tisbury	300,000	100,000	400,000	400	5	—	—	—	—	—	—	—
Tisbury Light	41,000	27,000	68,000	—	—	—	—	—	—	—	—	—
Tottenham and Forest Gate	<i>Worked by the Midland.</i>											
Tottenham and Harefield Junction	<i>Undertaking vested in the "Great Eastern" and "Midland" Railway Companies as from 1st July.</i>											
Trent Valley Light	22,500	27,000	49,500	—	—	—	—	—	—	—	—	—
Uk Valley	139,000	44,000	183,000	—	—	—	—	—	—	—	—	—

31st December 1902.—ENGLAND AND WALES—continued.

Companies have been nominally increased by conversion, consolidation, or division of their shares, in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBTENTURE STOCK.					PAID-UP CAPITAL INCLUDING LOANS AND DEBTENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
	Loans.		Debtenture Stock.		Total raised by Loans and Debtenture Stock.	Total on 31st December 1902.	Total on 31st December 1901.		
	Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	£	Per cent.	£	Per cent.	£	£	£	£	
—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1900. No capital had been raised on 31st December 1902, and railway not constructed at that date.
—	—	—	—	—	—	—	—	—	No capital had been raised at 31st December 1902, and railway not constructed at that date.
160,980	48,700	5	—	—	48,000	200,980	200,980	—	Accounts to the 30th September 1902. * Capitalised value of Land Reclamations.
—	—	—	—	—	—	—	—	—	No capital had been raised at 31st December 1902, and railway not constructed at that date.
48,010	700	4	11,990	4	27,680	74,530	75,030	—	
	626	5	14,300	5					
68,000	4,000	4	—	—	15,000	84,000	84,000	—	* Dividend guaranteed by Messrs. Samuel Fox and Company, Limited.
	11,600	5							
122,540	50,000	4½	—	—	37,700	168,740	168,740	—	The Company has granted Reimbursements to the amount of £10,000 per annum. The funds are insufficient to pay these charges.
	2,700	5							This undertaking is worked by the Swansea Improvement and Turnways Company. For further particulars see "Turnways Return."
115,500	—	—	30,000	4	30,000	145,500	145,500	—	
7,828,881	—	—	1,826,228	5	1,520,228	9,368,120	8,107,877	—	* In addition to paying interest on capital, the Company paid £20,000 for Depreciation, &c.
5,645,535	—	—	807,201	5	207,201	5,763,510	5,763,510	—	
15,000	—	—	5,000	4	5,000	20,000	20,000	—	* The total amount paid as dividend on the ordinary capital of the Company was £551.
773,000	—	—	77,510	5½	267,000	1,020,000	1,020,000	—	
			179,400	4					
15,000	—	—	—	—	—	15,000	15,000	—	Accounts to the 30th September 1902.
30,198	11,700	5	—	—	21,700	31,948	3,500	—	Railway authorised under the Light Railways Act, 1900. A capital sum of £20,000 is granted by the Treasury, who have also agreed to lend the Company a sum of £100,000 of interest. The line was not open for public traffic on 31st December 1902.
	3,000	5½							* Amount authorised to be advanced to the Company by various Local Authorities.
	1,000	5½							
30,000	—	—	—	—	—	30,000	30,000	—	
	5,750	5½							
480	—	—	—	—	—	480	—	—	
—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1900. No capital had been raised at 31st December 1902, and railway not constructed at that date.
1902, under Act 2 Edw. VII., cap. 151						—	564,655	—	Railway authorised under the Light Railways Act, 1900. No capital had been raised at 31st December 1902, and railway not constructed at that date.
—	—	—	—	—	—	—	—	—	No capital had been raised at 31st December 1902, and railway not constructed at that date. This power lapses on 1st August, 1903.
—	—	—	—	—	—	—	—	—	

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in *italics*, as regards the year 1902, show the amounts by which the Capitals of the railways have been increased since the year 1901. These amounts are, in all cases, *net*.

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND DEBTS.								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Rate of Dividend paid.	Rate of Dividend paid.	Amount.	Rate of Dividend paid.	Rate of Dividend paid.	
<i>Vale of Gloucester</i>	<i>Worked by the Barry.</i>											
<i>Vale of Rhaidel Light</i>	51,000	10,000	61,000	45,000	Nil.	—	—	—	—	—	—	
<i>Abertillery Extension</i>	60,000	31,000	91,000	—	—	—	—	—	—	—	—	
<i>Fen</i>	<i>Worked by the Cambridge.</i>											
<i>Vestear Inland Light</i>	2,000	—	2,000	7	Nil.	—	—	—	—	—	—	
<i>Victoria Station and Pimlico</i>	412,000	137,000	549,000	225,000	8	130,000	4½	4½	—	—	—	
<i>Waterloo and City</i>	<i>Worked by the London and South Western.</i>											
<i>Walspool and Llanfair Light</i>	21,000	19,500	40,500	13,500	Nil.	—	—	—	—	—	—	
<i>West Cornwall</i>	<i>See under Great Western.</i>											
<i>West Lancashire</i>	<i>Undertaking incorporated in the Lancashire and Yorkshire Company. For Capital see under Lancashire.</i>											
<i>West London</i>	100,000	—	100,000	—	—	—	—	—	100,000	5	5	
<i>West London Extension</i>	500,000*	180,000	680,000	500,000*	Nil.	—	—	—	—	—	—	
<i>West Manchester Light</i>	50,000	10,000	60,000	5,000	Nil.	—	—	—	—	—	—	
<i>West Metropolitan</i>	100,000	50,000	150,000	—	—	—	—	—	—	—	—	
<i>Western, Clarendon and Portsmouth Light Railway.</i>	101,000	40,700	141,700	20,000	Nil.	20,000	4	Nil	—	—	—	
<i>West Riding and Gainsley Joint Committee.</i>	<i>Line owned by the "Great Central" and "Great Northern" Railway Companies; the Capital is</i>											
<i>West Somerset</i>	<i>Leased to the Great Western.</i>											
<i>West Somerset Mineral</i>	70,000	30,000	100,000	40,000	8½	32,000	6	6	—	—	—	
<i>Weymouth and Portland</i>	70,000	30,000	100,000	70,000	4½	—	—	—	—	—	—	
<i>Whitby and Bow</i>	1,170,000	348,000	1,518,000	500,000	3*	—	—	—	—	—	—	
<i>Wigan Junction</i>	<i>Worked by the Great Central.</i>											
<i>Winn</i>	704,000	200,000	904,000	200,000	Nil.	40,000	4	2	—	—	—	
						225,000	4	4				
						9,500	4½	4½				
<i>Wolverhampton and Cannock Chase</i>	270,000	90,000	360,000	—	—	—	—	—	—	—	—	
<i>Woodside and South Croydon Joint Committee.</i>	<i>Line owned by the "London, Brighton, and South Coast" and "South Eastern" Railway Companies.</i>											
<i>Wokingham Railway and Docks</i>	440,000	100,000	540,000	—	—	—	—	—	—	—	—	
<i>Wotton-under-Edge Light</i>	30,000	10,000	40,000	—	—	—	—	—	—	—	—	
<i>Wrexham and Ebbw Vale</i>	<i>Worked by the Cambridge.</i>											
<i>Wrexham, Mold, and Corral's Quay</i>	907,300	438,415	1,345,715	438,415	Nil.	114,000	4	Nil.	—	—	—	
				24,715	Nil.	—	—	—	—	—	—	
<i>Buckley</i>	90,000	30,000	120,000	44,000	5	10,000	5	5	—	—	—	
<i>Wye Valley</i>	<i>Worked by the Great Western.</i>											
<i>Yorkshire Dales</i>	<i>Worked by the Midland.</i>											
TOTAL ENGLAND AND WALES	304,860,322	222,416,500	527,276,822	270,232,000	31,297,400	260,245,220	37,737,370	37,737,370	96,717,400	15,000,000	15,000,000	

31st December, 1902.—ENGLAND AND WALES—continued.

Companies have been recently increased by conversion, consolidation, or division of their stocks. In the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1902.	Total on 31st December, 1901.		
	Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	£	Per cent.	£	Per cent.	£	£	£	£	
51,000	16,000	4	—	—	16,000	67,909	67,840	—	*Interest paid out of Capital. The line was opened for public traffic on the 22nd December, 1902. The particulars for the few days traffic in 1902 will be included in the returns for 1903.
—	—	—	—	—	—	—	—	—	Extension authorised under the Light Railways Act, 1900.
7	—	—	—	—	—	7	7	—	Railway authorised under the Light Railways Act, 1900. Line not constructed on 31st December, 1902. The powers of the Company lapse on the 10th March, 1903.
265,000	—	—	132,822	4½	132,822	487,822	487,227	—	
13,540	6,000	3½	—	—	15,740	29,283	21,978	—	*Capitalised value of Land Reimbursements. Railway authorised under the Light Railways Act, 1900. A capital sum not exceeding £1,000 is granted by the Treasury subject to certain conditions. The line was not open for public traffic on 31st December, 1902.
and Yorkshire.									
180,380	—	—	—	—	—	180,380	180,287	—	
555,000	12,000	4	—	—	12,000	567,000	565,500	—	*Amount authorised to be subscribed by the existing Companies. Great Western; London and North Western; London and South Western; and London, Brighton and South Coast.
6,380	—	—	—	—	—	6,380	6,000	—	Railway authorised under the Light Railways Act, 1900. Line not open for public traffic on 31st December, 1902.
—	—	—	—	—	—	—	—	—	Not opened had been raised on 31st December, 1902, and railway not constructed at that date.
51,839	14,500	5	—	—	27,609	72,848	68,729	—	*Capitalised value of Land Reimbursements.
included in the Returns of those Companies.									
75,000	15,700	5	16,300	5	30,000	106,000	105,000	10,000	*Line worked by the "Great Western" and "London and South Western" Companies.
75,000	—	—	14,500	4	25,000	100,000	100,000	—	
—	—	—	39,700	4½	—	—	—	—	
960,000	10,000*	5	278,737	4	294,737	1,254,737	1,252,539	—	*Interest paid out of Capital. Capitalised value of Land charges.
672,320	41,070	3½	136,755	3	211,825	784,235	767,235	—	
—	22,000	4	2,000	4	—	—	—	—	
—	—	—	17,000	5	27,000	27,000	27,000	—	*Compelled to be raised on 31st December, 1902, and railway not constructed at that date.
—	—	—	—	—	—	—	—	—	
the Capital is included in the Returns of those Companies.									
—	—	—	—	—	—	—	—	—	*No capital had been raised on 31st December, 1902, and railway not constructed at that date.
—	—	—	—	—	—	—	—	—	Railway authorised under the Light Railways Act, 1900. No capital had been raised on 31st December, 1902, and railway not constructed at that date.
—	—	—	—	—	—	—	—	—	
672,645	450*	5	519,139	4	519,635	1,692,280	1,692,000	290,664	*Capitalised value of Land Reimbursements. (Nominal reduction of Capital.)
25,740	—	—	48,000*	—	48,000*	50,000*	50,000*	—	*Residue of 1901 ordinary capital, 2000 preference capital, and 25,000 debentures exchanged for A Debenture Stock of the Western, Mid & Great Eastern Railway Company.
64,372	—	—	—	—	—	64,372*	64,372*	—	
797,194,717	10,719,519	—	306,000,062	—	378,722,981	1,608,917,698	1,608,640,732	38,479,269	TOTAL ENGLAND AND WALES.
708,555,904	6,205	—	27,022,358	—	27,022,358	143,525,703	143,525,703	—	

No. 1.—AMOUNT of CAPITAL, &c., upon the

NOTE.—The figures in italics, as regards the year 1902, show the amounts by which the Capitals of the various
Three amounts are, in all cases, in pounds.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND DEBTS.							
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend paid.	
	£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.
Arbroath and Forfar	Leased to the Caledonian.										
Ayr and Maybole	Leased to the Glasgow and South-Western.										
Banff and Light	17,000	4,000	21,000	—	—	—	—	—	—	—	—
Brackin and Edinell District	Worked by the Caledonian.										
Caledonian	43,684,207	11,767,500	55,451,707	5,995,175*	4	2,520,422	4	4	3,548,854	4	4
				2,445,000*	2	1,638,890	2	2			
				22,405,000*	1						
				3,508,000*	NIL						
				274,000*	NIL						
				11,355,100	—	1,475,000	4	4	2,207,000	4	4
				1,754,000	NIL						
Arbroath and Forfar	306,000	15,000	321,000	180,000	5½	—	—	—	40,000	5	5
Beckin and Edinell District	42,000	14,100	56,100	37,400	NIL	—	—	—	—	—	—
Collieston and Oban	323,000	284,000	1,138,500	276,710	2½	190,748	4	4	—	—	—
Collieston District	294,000	194,300	478,300	284,000	2½	265,000	4½	4½	—	—	—
Dundee and Newtyle	140,000	30,000	170,000	111,000	1½	—	—	—	—	—	—
Kilren	27,000	9,000	36,000	20,700	NIL	5,000	4	4	—	—	—
Leamington and Ayrshire	475,000	276,000	751,000	393,800	3½	—	—	—	—	—	—
Leamington and Dumbartonshire	1,312,000	367,300	1,679,300	1,311,000	4	—	—	—	—	—	—
Galaxy Junction	148,872	—	148,872	148,872	2	—	—	—	—	—	—
Collieston and Oban	Worked by the Caledonian.										
Collieston District	Worked by the Caledonian.										
Connarty and Dingwall	21,000	7,500	40,000	—	—	—	—	—	—	—	—
		20,000*									
Dundee Light	23,300	7,500	31,000	10,845	NIL	—	—	—	—	—	—
Dundee and Newtyle	Leased to the Caledonian.										
Edinburgh and Eastgate	Leased to the North British.										

31st December 1902.—SCOTLAND.

Companies have been annually increased, by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBTENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS & DEBTENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
	LOANS.		DEBTENTURE STOCK.		Total raised by Loans and Debtenture Stock.	Total on 31st December, 1902.	Total on 31st December, 1901.		
	Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	£	Per cent.	£	Per cent.	£	£	£	£	
—	—	—	—	—	—	—	—	—	Railway authorized under the Light Railways Act, 1896. No Capital had been raised at 31st December, 1902, and Railway not constructed at that date.
53,519,780	—	—	10,996,077	4	10,996,077	63,614,857	61,795,247	1,690,535	Accounts to the 31st January 1903. *Unconverted Stock. *Preferred Convertible Ordinary Stock. *Deferred Convertible Ordinary Stock. *Deferred Ordinary Stock No. 1. *Deferred Ordinary Stock No. 2. The whole amount was included in the statement of 31st Decr. 1902, and the balance of the interest on the former is retained in the Caledonian Company by the North British Company, and one-half of the interest on the latter by the Glasgow and South Western Company.
22,025,025	—	—	—	—	—	12,025,025	12,587,015	—	
229,950	—	—	—	—	—	229,950	229,950	—	
37,400	—	—	—	—	—	37,400	37,320	—	
772,435	—	—	225,310	4	225,310	997,745	997,510	—	Accounts to the 31st January 1903.
284,000	—	—	187,330	4	187,330	441,330	441,330	—	Accounts to the 31st January 1903.
111,650	—	—	—	—	—	111,650	111,650	—	Accounts to the 31st April 1903.
24,785	6,000	3½	—	—	6,000	30,785	30,735	—	Accounts to the 31st January 1903.
282,800	—	—	225,000	4	225,000	507,800	507,580	—	Accounts to the 31st January 1903.
1,221,620	—	—	312,333	4	312,333	1,533,953	1,533,953	—	Accounts to the 31st January 1903.
148,872	—	—	—	—	—	148,872	148,872	—	By Act 25 & 26 Vict. c. 129, the Selkirk Junction Railway is vested in the Caledonian Railway Company. The Act also converts all previously existing Bonds of the Company, and authorizes the issue of 148,872 Railway Bonds (Caledonian Bonds) at 100 per cent. American Stock.
—	—	—	—	—	—	—	—	—	Railway authorized under the Light Railways Act, 1896. A capital sum of £10,000 is provided by the Treasury, who have also agreed to lend the Company a sum of £10,000 free of interest. No capital had been raised at 31st December 1902, and railway not constructed at that date. *Amount authorized to be advanced in the Company by various Local Authorities.
10,265	—	—	—	—	—	10,265	10,265	—	Accounts to the 31st August 1902. Railway authorized under the Light Railways Act, 1896. £10,000 was received from the Treasury towards the cost of construction. The line was opened for public traffic on 2nd June, 1902.

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in *italics*, as regards the year 1902, show the amounts by which the Capital of the various Companies is in excess of the amount originally authorised. These amounts are, in all cases, included.

NAME OF COMPANY	AUTHORISED CAPITAL			PAID-UP STOCK AND SHARE								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
£	£	£	£	Per cent.	£	Per cent.	Per cent.	£	Per cent.	Per cent.		
Fife and Perth	8,000	8,000	12,000	8,002	NH	—	—	—	—	—	—	
Perth and Clyde Junction	Leased to the North British.											
Perth Bridge	Worked by the North British.											
Gifford and Gosford	Worked by the North British.											
Glasgow and Bedford District	210,000	20,000	280,000	204,330	NH	—	—	—	—	—	—	
Glasgow and South-Western	34,831,711	4,023,311	38,855,022	5,900,340*	2½	100,000	3	3	2,200,000	4	4	
				5,900,340*	1½	4,200,000	4	4				
				440,000	NH							
Worked by the Glasgow and South-Western	Ayr and Maybole	34,500	—	34,500	7	—	—	—	—	—	—	
Glasgow District Subway	1,500,000	177,000	1,677,000	700,000	1½	489,810	6	4	—	—	—	
Great North of Scotland	4,130,894	1,065,000	5,195,894	900,180*	3	1,021,200	4	4	1,004,114	4	4	
				1,021,200*	1½							
				207,100	NH							
Highland	4,023,113	2,796,000	6,819,113	1,071,500	—	135,700	4	4	201,000	4	4	
				207,100	NH							
Invergowrie and Fort Augustus	220,000	80,000	300,000	220,000	NH	—	—	—	—	—	—	
Kilmory	Worked by the Colonisation.											
Kilmory and Troon	Undertaking vested in the Glasgow and South-Western, on 1st August, 1902, under Act 62-63.											
Kilguth and Bannockburn	130,000	45,000	185,000	131,000	2½	—	—	—	—	—	—	
Lammermoor and Ayrshire	Worked by the Colonisation.											
Lammermoor and Doncaster	Worked by the Colonisation.											
London Light	Worked by the North British.											

31st December, 1902.—SCOTLAND—continued.

Companies have been nominally increased by conversion, consolidation, or division of their stocks in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBT-STOCK.					PAID-UP CAPITAL, INCLUDING LOANS & DEBT-STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.	
	Loans.		Debt-stock.		Total raised by Loans and Debt-stock.	Total on 31st December, 1902.	Total on 31st December, 1901.			
	Amount.	Rate of Interest.	Amount.	Rate of Interest.						
£	£	Per cent.	£	Per cent.	£	£	£	£		
Total paid-up Stock and Share Capital.	8,962	1,750	4½	—	—	1,750	10,712	10,712	—	The expenses are stated to have exceeded the receipts, and the line has not been worked since 1899, although it is not working the Company still legally exists.
294,220	—	—	—	—	—	294,220	172,120	—	—	Line not open for public traffic on 31st December, 1902.
19,463,635	—	—	3,948,544	4	3,948,544	23,412,979	22,794,264	206,647	—	Accounts to the 31st January, 1903. *Preferred Ordinary Stock. †Deferred Ordinary Stock. ‡Deferred Stock.
7,122,051	—	—	—	—	—	7,122,051	6,221,151	—	—	
24,500	—	—	—	—	—	24,500	24,500	—	—	*Borrowing powers transferred to Glasgow and South-Western.
1,229,610	173,600	3	—	—	173,600	1,403,210	1,421,820	—	—	Accounts to the 31st January, 1903.
5,755,891	5,700	3	1,430,205	4	1,435,905	7,191,796	7,136,054	—	—	Accounts to the 31st January, 1903. *Preferred. Converted Ordinary Stock. †Deferred. Converted Ordinary Stock. ‡Deferred Ordinary Stock, No. 2, entitled to participate pari passu with the Ordinary Stock in any dividend beyond 5 per cent.
1,596,735	—	—	20,200	4	20,200	1,616,935	1,596,041	—	—	A capital sum not exceeding £5000 is granted by the Treasury, subject to certain conditions, towards the cost of constructing the Fraserburgh and St. Omer Light Railway.
4,653,243	—	—	1,530,687 300,000	4 4½	1,830,687	6,573,583	6,573,225	—	—	Accounts to the 31st January, 1903.
220,000	—	—	70,770	4	70,770	290,770	202,824	—	—	Accounts to the 31st January, 1903. Line not open for public traffic on that date.
68 Vict. c. 287.	—	—	—	—	—	—	40,000	—	—	Accounts to the 31st January, 1903. The line is worked jointly by the Caledonian and North British Companies.
121,900	—	—	43,300	4	43,300	175,200	175,200	—	—	

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in italics, as regards the year 1902, show the amounts by which the Capitals of the various Companies are, in all cases, included.

These amounts are, in all cases, included

NAME OF COMPANY.		AUTHORISED CAPITAL.			PAID-UP STOCK AND DEBTS.								
		By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preference.			Guaranteed.			
					Amount.	Rate of Dividend paid.	Amount.	Preference Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
Lochearnhead, St. Fillans and Glenelg		Undertaking vested in the Corporation as from 1st August, 1902, under Act 2 Edw. VII., cap. 146.											
Motherwell and Bellshill		200,000	40,000	240,000	—	—	—	—	—	—	—	—	—
					10,420,000	15	3,280	12	12	—	—	—	—
					7,908,047	3	5,003,775	5	5	—	—	—	—
							11,750,000	4	4	—	—	—	—
							8,300,000	44	44	—	—	—	—
							1,411,000	5	5	—	—	—	—
							503,575	5	5	—	—	—	—
							7,770,000	5	5	—	—	—	—
							4,352,363	4	4	—	—	—	—
North British		42,428,000	18,254,331	60,682,331									
Lent to or worked by the North British.	Edinburgh and Bath Gate	250,000	—	250,000	250,000	5	—	—	—	—	—	—	—
	Forth and Clyde Junction	100,000	60,000	160,000	100,000	7	4,320	5	5	60,000	5	5	5
							10,000	5	5				
	Forth Bridge	2,325,000	774,000	3,099,000	2,325,000	4	—	—	—	—	—	—	—
Lent to or worked by the North British.	Gifford and Glavind	75,000	20,000*	100,000	100,000	3½	—	—	—	—	—	—	—
Lent to or worked by the North British.	Leander Light	40,000	15,000	55,000	47,000	2	—	—	—	—	—	—	—
West Highland		The Stock of the Company has been exchanged for North British Railway Debenture Stock, under Act 1902, cap. 146.											
Paisley and Barrow District		Undertaking vested in the "Corporation" as from 1st August, 1902, under Act 2 Edw. VII., cap. 146.											
Portpatrick and Wigtownshire Joint Committee.		401,000	168,000	569,000	—	—	—	—	—	401,000	3½	3½	3½
Skelton Junction		Undertaking transferred to the Corporation Company. For Capital, see under Corporation.											
West Highland		Worked by the North British.											
Wick and Lybster Light		47,500	25,335	72,835	31,500	Nil.	—	—	—	—	—	—	—
TOTAL SCOTLAND		124,277,039	41,881,945	166,158,984	74,168,287	—	47,680,294	—	—	11,055,108	—	—	—
					37,492,045	—	8,764,000	—	—	8,764,000	—	—	—

31st December 1902.—SCOTLAND—continued.

Companies have been specially increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December 1902.	Total on 31st December, 1901.		
	Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	£	Per cent.	£	Per cent.	£	£	£	£	
—	—	—	—	—	—	—	110,000	—	
—	—	—	—	—	—	—	—	—	No capital had been raised at the December, 1901, and railway not constructed at that date.
45,102,005	100,772 103,764 100,130	5 3½ 3½	15,617,326	3	15,604,962	61,127,607	55,555,557	606,515	Accounts to the 31st January, 1903.
16,572,757	—	—	2,905,465	3	2,905,465	27,838,740	16,583,500	—	
250,000	—	—	—	—	—	250,000	250,000	—	
101,300	—	—	41,505	4	61,935	330,953	552,553	—	Accounts to the 31st January, 1903.
3,225,000	—	—	723,333	4	723,333	3,044,333	2,045,333	—	
100,000	—	—	—	—	—	100,000	55,000	—	The line is worked as a Light Railway under the Light Railways Act, 1896. * Under the Companies' Consolidation Act, 1845, the company has created share capital in lieu of loan capital.
47,054	12,000	3½	—	—	12,000	50,064	57,512	—	Railway authorised under the Light Railways Act, 1896.
Edw. VII., esp. 140.	—	—	—	—	—	—	1,150,755 100,550	—	
—	—	—	—	—	—	—	277,697	—	
480,060	17,637	3½	—	—	17,637	500,547	515,630	—	Accounts to the 31st January, 1903.
31,548	1,500*	Nil.	—	—	1,500	23,340	21,235	—	* Loan from the Treasury, free of interest. Railway authorised under the Light Railways Act, 1896. A capital sum of £1,500, is granted by the Treasury subject to certain conditions. The sum was for public works on the 31st December, 1902.
190,899,748 44,509,513	690,268 —	— —	34,860,753 2,510,757	— —	38,400,930 2,510,757	178,306,715 45,025,002	162,685,427 44,335,972	2,500,697 —	TOTAL SCOTLAND.

No. 1.—AMOUNT OF CAPITAL, &c., from the

NOTE.—The figures in italics, as regards the year 1902, show the amounts by which the Capital of the trade
These amounts are, in all cases, in millions of francs.

NAME OF COMPANY.	AUTHORIZED CAPITAL			PAID-UP STOCK AND DEBTS							
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferred.			Guaranteed.		
				Amount.	Rate of Dividend paid.	Amount.	Rate of Dividend paid.	Rate of Dividend paid.	Amount.	Rate of Dividend paid.	Rate of Dividend paid.
Ballycastle	50,000	45,000	135,000	51,534	Nil	—	—	—	10,000	5	—
Bantry Extension	Worked by the Cork, Brandon, and South Coast.										
Belfast and County Down (See also Downpatrick, Killybegs, and Antrim, p. 95.)	1,000,000	408,000	1,408,000	402,000	5½	500,000	4	4	17,000	3	—
						50,000	4½	4½			
						500,000	3	3	—	—	—
						500,000	4	4	—	—	—
Belfast and Northern Counties	2,100,000	900,000	3,000,000	—	—	55,000	4	4	—	—	—
						—	—	—	—	—	—
Worked by the Belfast and Northern Counties	Larne and Drogheda.	75,000	35,000	100,000	20,000	5	—	—	—	—	—
					40,000	Nil	—	—	—	—	—
Castletown, Keady and Armagh	300,000	100,000	400,000	12,000	Nil	—	—	—	—	—	—
Central Ireland Railways	See under Great Southern and Western.										
City of Dublin Junction	See under Dublin, Wicklow, and Wexford.										
Clonsilla Extension	Worked by the Cork, Brandon, and South Coast.										
Cork and Macroom Street	100,000	90,000	190,000	90,000	3½	44,100	5	5	—	—	—
						—	—	—	—	—	—
Cork, Brandon, and South Coast	610,000	247,000	857,000	—	—	500,000	2	2	—	—	—
(See also Belfast and Killybegs, and Bantry Bay Extension, p. 95.)						—	—	—	—	—	—
						500,000	4	4	—	—	—
						—	—	—	—	—	—
Worked by the Cork, Brandon, and South Coast.	Bantry Extension	70,000	30,000	100,000	30,000	Nil	—	—	60,000	5	—
	Clonsilla Extension	60,000	30,000	90,000	25,000	½	—	—	15,000	5	—
	Ben Valley	80,000	40,000	120,000	27,000	Nil	—	—	12,000	5	—
Cork, Blackrock, and Passage	200,000	100,000	300,000	50,000	Nil	50,000	4	4	—	—	—
						50,000	4	4	—	—	—
						50,000	4	4	—	—	—
Drogheda	200,000	100,000	300,000	50,000	1	50,000	4	4	1,000	5	—
(See also Drogheda and Killybegs, and Bantry Bay Extension, p. 95.)						50,000	4	4	—	—	—

31st December 1902.—IRELAND.

Companies have been normally increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1902.	Total on 31st December, 1901.		
	Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	£	Per cent.	£	Per cent.	£	£	£	£	
61,634	—	—	28,199	4	28,199	89,833	88,225	—	
917,171	3,807*	6	128,000 199,096	3 4	322,473	1,349,644	1,345,454	—	*Capitalised value of Land Rentscharges.
2,055,747	—	—	849,303	4	849,303	2,896,049	2,897,082	90,492	
55,575	—	—	—	—	—	55,575	55,575	—	
64,733	19,601	4	—	—	19,601	84,384	86,324	—	{Interest guaranteed by the Skansen' Company of London at 5 per cent. per annum on this amount for 21 years from the opening of the railway—guarantee expires on 4th July 1903.
12,750	—	—	—	—	—	12,750	12,500	—	{Line not open for public traffic on 31st December 1902.
134,900	—	—	75,830	4	75,830	211,930	210,000	—	
355,640	—	—	207,997	4	207,997	763,606	762,706	18,900	{In addition to the sums raised by the issue of stocks and shares, the Company has received 18,000 <i>l.</i> from Government towards the construction of the Bantry Bay Extension Line.
—	—	—	8,957	4	8,957	8,957	8,957	—	
70,000	—	—	35,000	5	35,000	106,000	105,000	—	
60,000	—	—	20,000	4	20,000	60,000	60,000	—	*Baronial Guaranteed Shares.
80,000	—	—	40,000	4	40,000	120,000	120,000	—	*Baronial Guaranteed Shares.
226,340	30,800	4	124,630 300 2,500	4 4½ 4½	184,236	344,576	336,570	—	*Preferred Shares. *Deferred Shares.
179,250	—	—	75,220 30,462 33,560	4 5 —*	139,222	418,442	415,024	—	{Accounts to the 1st November 1902. *Interest paid at varying rates. The average rate for 1902 was 2·74 per cent. per annum.

31st December 1902.—IRELAND—continued.

Companies have been nominally increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL, INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1902.	Total on 31st December, 1901.		
	Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	£	Per cent.	£	Per cent.	£	£	£	£	
1,770,120	—	—	400,812 287,985 94,420	4 4½ 4½	788,927	2,569,377	2,569,377	—	
300,000	—	—	128,530	4	128,530	428,530	428,530	—	
100,000	—	—	—	—	—	100,000	15,000	—	
350,000	300	Nil	61,000	5½	61,300	411,300	411,300	—	
383,900	—	—	—	—	—	383,900	383,900	—	*Borrowing powers transferred to the London and North - Western Company.
5,707,544	—	—	2,178,145	4	2,178,145	7,945,689	7,901,530	12,000	
143,154	—	—	120,500	4	120,500	263,654	263,654	—	
9,628,990	—	—	3,974,884	4	3,974,804	13,603,924*	13,097,017*	601,500	{*£150,000 was received from Government in respect of the Collooney and Clonsilla lines.
27,480	—	—	—	—	—	27,480	27,480	—	
201,370	69,394	4	34,808	4	104,397	304,397	307,752	—	
48,850	15,000	5	—	—	15,000	58,850	58,650	—	

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in italics, as regards the year 1902, show the amounts by which the Capitals of the various
These amounts are, in all cases, included

NAME OF COMPANY.	AUTHORIZED CAPITAL.			PAID-UP STOCK AND SHARE								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.			Preferential.			Guaranteed.		
				Amount.	Rate of Dividend paid.		Amount.	Rate of Dividend.	Rate of Dividend paid.	Amount.	Rate of Dividend.	Rate of Dividend paid.
	£	£	£	£	Per cent.		£	Per cent.	Per cent.	£	Per cent.	Per cent.
Kingscourt, Keady, and Armagh	Name of Company changed to "Castleblaney Keady and Armagh" under Act 9 Edw. VII., cap. 10.											
Lettistenny	Worked by the Londonderry and Lough Swilly.											
Lisnawilly and Dungannon	Worked by the Belfast and Northern Counties.											
Lisnawilly and Kerry	Undertaking vested in "Great Southern and Western" as from 1st January, 1902, under Act 1901.											
Lisnawilly and Ballyvaughan	22,000	11,000	33,000	22,000	Nil	—	—	—	—	—	—	—
Londonderry and Lough Swilly	170,000	44,385	214,385	51,510	7	49,825	5	5	5,000	4	4	4
Worked by the Londonderry and Lough Swilly. } Lettistenny	150,000	193,000	343,000	57,165	Nil	—	—	—	—	—	—	—
Midland Great Western of Ireland	4,531,560	2,847,966	6,379,526	2,370,000	5½	968,389 300,000	4 5	4 5	492,236	4	4	4
(See also Ballinacree and Clonsilla, and Longfurn and Arnymore, p. 44; and Achill Extension; Ballina and Killybeg; Galway and Clifden; and Westport and Malinbeg, p. 46.)												
New Ross and Waterford Extension	See under Dublin, Wicklow and Wexford.											
Passagestown and Portlanna Bridge	—	—	—	—	—	—	—	—	—	—	—	—
Rathfriland and Newcastle Junction	Undertaking vested in "Great Southern and Western" as from 1st January, 1902, under Act 1901.											
Sligo, Lellick, and Northern Counties	900,000	920,000	1,820,000	100,000	Nil	50,000	5	Nil	30,000	5	5	5
Southern	Worked by the Great Southern and Western.											
Trillick and Fintona	Worked by the Great Southern and Western.											
Waterford and Tralee	58,000	19,350	77,350	48,000	5	10,000	5	5	—	—	—	—
TOTAL	30,644,482	13,327,788	43,972,270	15,349,302	—	7,041,797 67,833	—	—	5,021,894 141,234	—	—	—

31st December 1902.—IRELAND—continued.

Companies have been nominally increased by conversion, consolidation, or division of their stocks. In the figures given in Roman type.

CAPITAL	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.					PAID-UP CAPITAL INCLUDING LOANS & DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December 1902.	Total on 31st December 1901.		
	Amount.	Rate of Interest.	Amount.	Rate of Interest.					
£	£	Per cent.	£	Per cent.	£	£	£	£	
Edw. VII., cap. 201.						—	404,587		
22,900	11,000	5	—	—	11,900	23,000	23,000	—	
105,844	19,600	3½	14,750 6,400	3½ 4	40,750	146,694	147,094	—	
37,355	35,000 2,750	4 5	—	—	37,750	144,905	144,904	—	
4,083,486	—	—	1,378,927 793,728 585,700	4 4½ 4½	2,347,966	6,483,462	6,359,527		
—	—	—	—	—	—	—	—	—	*The line was taken possession of by a creditor on 21st January 1879, and has been closed for traffic since that date.
Edw. VII., cap. 208.						—	181,185		
200,000	—	—	100,000 40,000 78,981* 67,900*	3½ 4 14 N0	286,781	486,781	486,781	—	*The interest to which these debenture stocks are entitled is non-compoundable. Interest was paid at the rate of 15 per cent. per annum on the £1,000 for the year 1902.
58,000	14,200	4	—	—	14,200	72,300	72,300	—	
37,503,933 894,729	271,908 —	— —	11,020,132 129,257	— —	11,900,940 129,257	28,663,873 553,596	29,067,144 539,906	321,895 —	TOTAL.

No. 1.—AMOUNT OF CAPITAL, &c., upon the

NOTE.—The figures in italics, as regards the year 1902, show the amounts by which the Capitals of the various lines accounts are, in all cases, exceeded.

NAME OF COMPANY.	AUTHORISED CAPITAL.			PAID-UP STOCK AND SHARE								
	By Shares and Stock.	By Loans and Debenture Stock.	Total.	Ordinary.		Preferential.			Guaranteed.			
				Amount.	Rate of Dividend paid.	Amount.	Preferential Rate of Dividend.	Rate of Dividend paid.	Amount.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	
LIGHT RAILWAYS AUTHORISED UNDER THE												
Athlone and Tralee Extension to Clonsilla	100,000	—	100,000	2,000	NH	—	—	—	90,000	4	4	
Ballinacorney and Timoleague Junction	See under Timoleague and Courtmacsherry Extension.											
Ballinrobe and Clonsilla	60,000	—	60,000	—	—	—	—	—	71,000	5	5	
Bombesack and Newry Tramway	26,000	0,500	26,500	15,000	NH	—	—	—	—	—	—	
Bray and Enniskerry	71,000	35,000	106,000	25,000	NH	—	—	—	—	—	—	
Carrickfergus Harbour Junction	7,500	0,000	12,500	750	NH	—	—	—	6,000	5	5	
Cavan and Leitrim (Limited)	200,000	—	200,000	—	—	—	—	—	180,000	5	5	
Clogher Valley	150,000	—	150,000	—	—	—	—	—	125,000	5	5	
Cork and Muskerry	75,000	—	75,000	—	—	—	—	—	70,000	5	5	
Downpatrick Extension	30,000	—	35,000	3,000	NH	—	—	—	30,000	4	4	
Longrea and Aikynan	70,000	—	70,000	—	—	—	—	—	64,400	5	5	
Newry, Keady and Tynan	150,000	75,000	225,000	—	—	—	—	—	—	—	—	
Schell and Skibberen Tramway and Light Railway	57,000	—	57,000	—	—	—	—	—	57,000	5	5	
Schell and Skibberen Tramway and Light Railway Extension	1,000	—	1,000	—	—	—	—	—	—	—	—	
South Clare (Limited)	140,000	—	140,000	20,000	NH	—	—	—	120,000	5	5	
Timoleague and Courtmacsherry Extension	35,000	—	35,000	—	—	—	—	—	35,000	5	5	
Timoleague and Courtmacsherry Junction	—	—	—	—	—	—	—	—	—	—	—	
Tralee and Dingle	75,000	—	70,000	50,000	NH	—	—	—	40,000	4	4	
West Clare (Limited)	180,000	—	180,000	14,000	NH	—	—	—	165,000	4	4	
TOTAL	1,502,000	121,500	1,623,500	112,300	—	—	—	—	1,020,000	—	—	
GRAND TOTAL, IRELAND	32,196,425	11,448,388	43,644,813	15,591,582	—	7,061,757	62,335	—	6,115,798	211,214	—	

31st December 1902.—IRELAND.—continued.

Companies have been originally increased by conversion, consolidation, or division of their stocks, in the figures given in Roman type.

CAPITAL.	CAPITAL RAISED BY LOANS AND DEBENTURE STOCK.				PAID-UP CAPITAL, INCLUDING LOANS AND DEBENTURE STOCK.		SUBSCRIPTIONS TO OTHER COMPANIES.	REMARKS.	
	Loans.		Debenture Stock.		Total raised by Loans and Debenture Stock.	Total on 31st December, 1902.			Total on 31st December, 1901.
	Amount.	Rate of Interest.	Amount.	Rate of Interest.					

TRAMWAYS (IRELAND) ACTS, 1860 TO 1883, &c.

£	£	Per cent.	£	Per cent.	£	£	£	
100,000	—	—	—	—	—	100,000	100,000	Line worked by the Great Southern and Western.
11,640	—	—	—	—	—	71,640	71,640	{ Accounts to the 31st October, 1902.
15,000	—	—	—	—	—	16,000	25,000	{ Line worked by the "Midland Great Western."
25,000	—	—	—	—	—	25,000	25,000	{ Line authorized by the Regent's Canal Light Railway Act, 1860. It was not open for public traffic on the 31st December, 1902.
7,230	—	—	—	—	—	7,230	7,230	
120,510	—	—	—	—	—	120,510	120,510	{ Accounts to the 31st October, 1902.
123,310	—	—	—	—	—	123,310	123,310	{ Accounts to the 30th September, 1902.
75,000	—	—	—	—	—	75,000	75,000	
33,000	—	—	—	—	—	33,000	33,000	
54,445	—	—	—	—	—	54,445	54,445	{ Accounts to the 31st October, 1902.
—	—	—	—	—	—	—	—	{ Line worked by the "Midland Great Western."
—	—	—	—	—	—	—	—	{ Line authorized by the Slieve Donard Light Railway Act, 1860. No public had been raised at 31st December 1902 and railway not constructed at this date.
57,000	—	—	—	—	—	57,000	57,000	
—	—	—	—	—	—	—	—	{ This capital was authorized in connection with an extension of the Dublin and Malinbeg Tramway and Light Railway but the cost of the extension was not out of the "Irish Distress Fund" which was raised by voluntary subscriptions. No portion of the £200 for which there is authority has therefore been raised.
140,000	—	—	—	—	—	140,000	140,000	{ Accounts to the 31st October, 1902.
35,000	—	—	—	—	—	35,000	35,000	{ On the 31st December 1881, the Act for the year 1880 not being as yet available.
70,000	—	—	—	—	—	70,000	70,000	{ By Order in Council, 10th July 1882, the Treasury relieved their liability in respect of the dividend on the Guaranteed Capital by the payment of £1,000. The Guaranteed Capital of the Company was reduced by a like amount, should the railway be closed for traffic at any time the Treasury, which, jointly with the Treasury, guaranteed the dividend will be liable to pay to the Crown an annual sum equal to 5 per cent. on the £2,000, as long as the line remains closed.
180,000	—	—	—	—	—	180,000	180,000	{ Accounts to the 31st October, 1902.
1,173,135	—	—	—	—	—	1,173,135	1,775,135	TOTAL.
28,676,915	271,898	—	11,023,122	—	11,906,940	61,671,008	61,661,909	GRAND TOTAL, IRELAND.
553,759	—	—	120,557	—	219,217	222,000	217,750	—

RAILWAY RETURNS.—1902.

No. 2.—LENGTH OF LINE, TRAFFIC, GROSS RECEIPTS, &c.

RETURN showing the LENGTH of LINE, NUMBER of PASSENGERS and QUANTITY of GOODS conveyed and the GROSS RECEIPTS therefrom, upon the RAILWAYS in ENGLAND and WALES, SCOTLAND, and IRELAND, during the year 1902.

No. 2.—Length of Line, Traffic, Gross Receipts, &c.,
YEAR ENDED 31st DECEMBER

NAME OF COMPANY.	LENGTH OF LINE IN MILES OPEN ON 31st December, 1902.			PASSENGER TRAFFIC.					GROSS TRAFFIC.		SUM OF MILES TRAVELLED BY TRADE.		
	Double or more tracks.	Single.	TODAY.	NUMBER OF PASSENGERS CARRIED (exclusive of women and Permitted Ticket).				Sales of Refreshment -Excluding Special and Special Tickets.	Minerals.	General Merchandise.	Passenger Traffic.	Goods and Mineral Traffic.	Total.
				1st Class.	2nd Class.	By Car (including Permitted Ticket).	Total.						
Abingdon	Leased to the Great Western.								Total.	Total.			
Alexandra (Swamp) and South Wales Docks and Railway.	8	—	0	—	—	—	—	—	4,384,736	56,167	—	76,111	132,294
Bale and Pennington	Worked by the Great Western.												
Bury (including the "Valley of Glenside.")	68	5	69	54,719	181,246	2,688,696	2,824,561	552	5,136,222	207,435	591,711	773,619	1,365,330
Edinboro', Westward Sea and Appliances	—	8	8	2,528	—	345,423	347,951	1	408	—	85,267	—	85,268
Edinburgh	Leased jointly to the Great Western and London and North-Western.												
Edinburgh's Castle	—	10	10	428	4,696	22,819	23,343	—	7,654	4,018	102,461	—	102,461
Exeter and Exmouth Tramroad	7	2	9	—	—	5,648,744	5,648,744	220	—	—	53,489	—	53,489
Exeter and Marbury (Taff) Junction (including part of the "Exeter and Marbury and London and North-Western" Junction)	54	55	109	4,308	16,097	651,345	711,750	122	2,713,245	135,548	265,249	265,249	463,497
Exeter and Marbury (Taff) Junction	Worked by the Devonian and Dorset Joint Committee.												
Exeter and Plymouth	Worked by the London, Brighton, and South Coast												
Exeter and Southampton (Southern Electric Company)	—	8	8	—	—	15,735	15,735	—	—	—	1,120	—	1,120
Exeter	Worked by the Western, Midland and Great Northern.												
Exeter and Exmouth	Leased to the London and North-Western.												
Exeter and Exmouth	—	11	11	—	—	—	—	—	275,524	—	—	41,504	41,504
Exeter and Exmouth (including the "Mid Wales," the "North- Wales," the "Shropshire," the "Wrexham and Ellesmere," and the "Valley")	2	546	548	44,082	120,255	2,287,245	2,451,582	475	875,521	555,785	1,055,196	611,616	1,666,812
Exeter and Exmouth	—	8	8	—	—	—	—	—	421,148	—	—	—	—
Exeter	5	2	7	—	—	—	—	—	2,212,746	1,584,188	—	—	—
Exeter London	9	—	9	—	—	—	—	—	—	—	2,576,071	—	2,576,071
Exeter and Exmouth	Worked by the London and North-Western.												
Exeter, Exmouth, and Exmouth	—	4	4	715	4,281	87,435	92,431	28	21,458	4,188	21,644	4,084	25,728
Exeter and Exmouth	120	11	131	406,445	—	9,944,358	10,350,803	14,738	2,648,075	2,464,267	2,513,119	1,017,344	3,530,463
Exeter and Exmouth	7	—	7	—	—	15,365,916	15,365,916	1,142	—	—	2,544,230	—	2,544,230
Exeter and Exmouth	35	35	70	2,207	—	124,414	126,621	36	1,454,377	552,784	55,096	38,278	58,374
Exeter and Exmouth	10	22	32	4,355	95,948	874,137	974,440	548	511,384	40,596	380,779	214,981	595,760
Exeter and Exmouth	—	10	10	4,641	—	228,148	232,789	40	64,708	44,899	64,335	14,546	78,881
Exeter and Exmouth	—	5	5	1,890	—	16,177	18,067	396	—	6,181	14,815	1,000	16,815
Exeter	—	11	11	1,500	—	72,944	74,444	50	18,590	2,819	14,809	14,809	29,618
Exeter and Exmouth	Worked by the Devonian and Dorset Joint Committee.												
Exeter and Exmouth	—	4	4	—	—	—	—	—	38,307	2,180	—	—	—
Exeter, Exmouth, and Exmouth	Worked by the Great Western and London and North-Western.												
Exeter and Exmouth	5	—	5	30,025	16,547	558,323	604,895	18	181,595	5,314	55,000	17,599	72,893
Exeter	5	—	5	—	—	—	—	—	—	—	—	—	—
Exeter (including the "Exeter and Exmouth")	—	5	5	—	—	—	—	—	—	—	—	—	—
Exeter	—	5	5	1,890	25,075	4,650	31,615	52	9,845	1,022	10,867	—	11,889
Exeter and Exmouth	Worked by the Devonian and Dorset Joint Committee.												
Exeter and Exmouth	—	55	55	4,454	8,117	189,805	202,376	20	54,476	120,564	241,595	181,485	423,080

a Including 75 miles run by mixed trains.

b Only one class of ticket issued.

ENGLAND AND WALES, in 1902.

EXCEPT WHERE OTHERWISE STATED.

[illegible]

* Includes receipts for carriage of mails by steam vessels belonging to the Commerce.

[illegible]

* This line is the property of the Plymouth, Devonport, and South-Western Junction Railway Company, and is worked by that Company.

It was used by the Greek Museum as from the 1st July, 1900.

^c The film is the property of the "Greek Eastern" Company, but is worked by the "Greek Southern" under license.

6. Purchased by 144 Street Partners on 12/04/2000 July, 1990

[illegible]

*Vascular receptors for surrogates of quality for stems (see table) belonging to the Compositae

[illegible]

[illegible]

^a Only one class of ticket issued. ^b Miles run by Electric Cars.

^c The Drexel and Marshall and the Atlantic Light Railways were created in the North-Eastern and the Lancashire and Yorkshire Companies jointly, in 1902 and October, 1901, and on 16 October, 1904, respectively. Their subsidiaries for their Light Railways, which were open for goods traffic, are not available, and are not included from the present returns.

^d The figures for the year 1903 were not yet available.

^e Included in the Eastern, it being impossible to give separate accounts or reports the tramways. The Company has only two classes of passenger traffic and no goods and workers are carried under special class.

^f The Company works two miles of tramways, the length, traffic, from villages and districts of which is included in the Eastern.

[illegible]

2 Includes 10,074 miles run by mixed trains. 3 In addition to the traffic on the Coast, according to 1,996,000 tons of minerals, and 3,330,000 tons of general merchandise on motor cars, coal, and shipments were paid to the Company, a very large trade, of which the Atlantic Coast Line, in possession of certain sections in the Massachusetts Bay (General Company's Act of Parliament). 4 The goods traffic is carried in the form of the Companies along the line.

2 Includes 10,074 miles run by mixed trains. 3 The Company received in addition \$10,000, and for the year 1911, \$10,000. 4 Includes 10,074 miles run by mixed trains. 5 Includes 10,074 miles run by mixed trains. 6 The Company received 10,074 miles run by mixed trains. 7 Includes 10,074 miles run by mixed trains.

RECEIPTS (CROSS) FROM PASSENGER TRAFFIC								RECEIPTS (CROSS) FROM GOODS TRAFFIC						TOTAL		NAME OF COMPANY.
RECEIPTS FROM PASSENGERS					Tons of Goods, Carriage, &c., &c.	Miles.	Total Receipts from Passenger Traffic	Merchandise	Hay Stock	Minerals	Total Receipts from Goods Traffic	Receipts from Merchandise, Carriage, &c., &c.	Total			
Net Class	Net Class	Net Class (including Publicans)	Receipts from Publicans	Total from Passengers												
1881	—	126,526	45,266	171,792	18,729	201	187,713	17,800	276	18,076	114,264	132,340	15,118	402,580	London, Chatham, and Dover.	
1882	—	1,167	1	4,788	585	300	5,668	1,417	8	431	1,854	—	341	7,421	London, Tilbury, and Southend.	
1883	—	1,732	377	7,209	1,484	13	8,705	15,822	156	13,156	25,181	—	566	30,775	London and East Coast.	
1884	—	1,414	114	15,288	1,764	250	14,773	8,530	1,333	3,781	21,748	—	987	19,544	Manchester and Birmingham.	
1885	—	—	—	—	—	—	—	64,900	75	16,877	65,652	—	40,518	106,169	Manchester and Birmingham.	
1886	1,238	40,389	40,389	121,121	7,871	550	129,541	18,436	612	19,048	148,589	—	4,979	153,568	Manchester and Birmingham.	
1887	1,709	61,389	61,389	187,755	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1888	—	—	—	—	—	—	—	—	—	—	—	—	—	—	Manchester and Birmingham.	
1889	1,104	61,389	61,389	187,755	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1890	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1891	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1892	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1893	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1894	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1895	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1896	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1897	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1898	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1899	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1900	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1901	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1902	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1903	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1904	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1905	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1906	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1907	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1908	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1909	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1910	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1911	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1912	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1913	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1914	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1915	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1916	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1917	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1918	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1919	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1920	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1921	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1922	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1923	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1924	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1925	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1926	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1927	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1928	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1929	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1930	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1931	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1932	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1933	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1934	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1935	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1936	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1937	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1938	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1939	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1940	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1941	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1942	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1943	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1944	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1945	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1946	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1947	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1948	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1949	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1950	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1951	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1952	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1953	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1954	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
1955	—	1,104	61,389	61,389	4,515	1,100	194,374	16,733	8,109	24,842	219,216	—	1,846	221,062	Manchester and Birmingham.	
19																

*Includes results for coverage of waste by steam vessels belonging to the companies

by mixed grain

of Authors 13

1. **Importance**

...and

1994-1995

NAME OF COMPANY	LENGTH OF LINE IN MILES OPEN ON 31st DECEMBER 1905.			PASSENGER TRAFFIC.					GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.		
	Double or more.	Single.	TOTAL.	SUMMARY OF PASSENGER COMPANIES (including all Season and Periodical Traffic)				Amount of Periodical Traffic (including all Season and Periodical Traffic)	Miscellaneous.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	
				1st Class.	2nd Class.	3rd Class (including Paraffin and other)	Other.						
North Staffordshire	100	27	127	13,458	179,540	5,025,219	7,261,500	4,771	From	From	1,300,000	1,200,000	5,400,000
North Somerset (Light)	—	4	4	1,074	84,200	5,400	10,000	2	1,000	4,000	Mixed.	—	10,000
North Wales and Liverpool Committee	14	—	14	39,908	—	400,710	447,000	140	104,000	20,000	100,000	10,000	70,000
North Wales (Sharncliffe)	—	25	25	800	—	27,000	28,000	7	25,000	1,000	Mixed.	—	20,000
Nottingham and Greenock Railway and Canal	Lent to the Great Northern.												
Nottingham Suburban	Worked by the Great Northern.												
Oldham, Ashton-under-Lyne, and Guide Bridge Junctions.	4	—	4	11,600	10,000	1,000,000	1,110,700	1,000	100,000	100,000	100,000	10,000	10,000
Oxford and Aylesbury Passenger	Worked by the Metropolitan.												
Penarth Extension	Lent to the Taff Vale.												
Penarth Extension, Dock, and Railway	Lent to the Taff Vale.												
Plymouth and Dartmouth (N)	—	11	11	—	—	—	—	—	50,000	—	—	—	—
Plymouth, Devonport, and South-Western Junctions	Worked by the London and South-Western.												
Portsmouth, Gosport, and Southampton—Return for the year 1905/06.	—	5	5	—	—	—	—	—	7,000	11,000	—	5,000	5,000
Port Talbot Railway and Dock	—	14	14	500	—	100,000	100,000	1,000	100,000	10,000	10,000	10,000	10,000
Princes Risborough	Worked by the Great Northern.												
Rewcastle and Eskdale	—	7	7	800	—	10,000	10,000	—	100	100	10,000	—	10,000
Ridgely and Chesham	—	10	10	—	—	—	—	—	10,000	10,000	10,000	10,000	10,000
Rhodes and Swansea Bay	10	17	27	5,000	11,000	400,000	400,000	100	1,000,000	100,000	100,000	100,000	100,000
River	10	5	15	1,000	10,000	1,000,000	1,000,000	100	1,000,000	100,000	1,000,000	1,000,000	1,000,000
River and River	Worked by the Great Northern.												
River Valley Light—Return for the year 1905/06	—	10	10	1,000	—	10,000	10,000	—	10,000	10,000	—	10,000	10,000
River and River (Light)	—	5	5	—	—	—	—	—	10,000	10,000	—	10,000	10,000
River and River (Light)	—	4	4	—	—	—	—	—	10,000	10,000	—	10,000	10,000
River and River (Light)	Worked by the London and South-Western.												
River and River (Light)	—	4	4	—	—	—	—	—	10,000	10,000	—	10,000	10,000
River and River (Light)	Worked by the North-Eastern.												
River and River (Light)	10	—	10	10,000	—	1,000,000							

* Includes a receipt of cash from a Quarry Company for settlement of a previous year's quarrymen's debts.

* Accounts of the Transpacific Branch which is worked by the London and North Western Company. † The figures for the year 1900 are not, as yet, available. ‡ Includes 27,129 miles run by mixed trains. § Includes 4,417 miles run by mixed trains.

/ Includes 27,129 miles run by mixed trains.

[illegible]

* Includes postage for mailing of mails by steam vessels belonging to the Company.

NAME OF COMPANY.	LENGTH OF LINE IN MILES OPEN ON 31st December 1902 (a).			PASSENGER TRAFFIC.						GOODS TRAFFIC.		NUMBERS OF MILES TRAVELLED BY TRAINS.		
	Double or more.	Single.	Track.	FORMS OF PASSENGER CONTRACTS (exclusive of Season and Periodical Tickets).					Season or Periodical Tickets. —Season or Annual Returns.	Merchandise.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.	Wagon.
				1st Class.	2nd Class.	3rd Class (including Parliamentary).	TOTAL.							
Stratford-upon-Avon, Worcester and Midland Junction.	Worked by the East and West Junctions, and Stratford-upon-Avon, Worcester, and Midland Junction Joint Committee.													
Thell Vale (Including the "Aberdeen" to 31st June, 02 "Preston Extension," and "Preston Harbour, Lock, and Railway").	71	22	714	69,007	102,186	7,112,284	7,883,477	4,528	13,011,065	404,514	728,268	1,044,488	1,071,200	
Thell Vale, for the year ended 30th September 1902.	—	7	7	—	478	14,265	14,743	—	8,343	412	10,000			11,000
Thell Valley	Worked by the Great Western.													
Thell Valley	Worked by the Great Western and London and North-Western.													
Thell Valley	Worked by the Midland.													
Thell Valley	Worked by the Great Western.													
Thell Valley	Worked by the Great Western, London and North-Western, and London, Brighton, and South Coast Railway Company.													
Thell Valley	Worked by the London and North-Western.													
Thell Valley	See under Great Western.													
Thell Valley	Underwriting incorporated in the London and Yorkshire Company.													
Thell Valley	See under the West London Extension.													
Thell Valley	See under the Great Western, London and North-Western, London and South-Western, and London, Brighton, and South Coast Railway Company.													
Thell Valley, Clonmel, and Portlough Light Railways	—	8	8	4,987	107,008	7,212	149,207	9	146	111	16,228	1,777	1,000	
Thell Valley and Clonmel	Included in the returns of the Great Central and Great Northern.													
Thell Valley	See under the Great Western.													
Thell Valley	—	11	11	—	—	—	—	—	—	—	—	—	—	—
Thell Valley and Portlough	Worked by the Great Western and London and North-Western.													
Thell Valley and Portlough, for the period from 1st June to 31st December, 1902 (a)	1	—	1	10,001	10,000	1,000,001	1,010,002	274	—	—	—	—	—	—
Thell Valley	Worked by the Great Central.													
Thell Valley	15	—	15	171,000	—	1,000,000	1,171,000	1,000	171,000	45,000	171,000	1,700	1,000	
Thell Valley and South Devon Joint Committee	Included in the returns of the London, Brighton, and South Coast, and the South-Western and Chatham Railway Company.													
Thell Valley and Exeter	Worked by the Great Western.													
Thell Valley, Midland, and Chatham's Quay (Including the "Peckham")	24	18	42	1,107	—	100,000	101,107	66	1,107,000	110,000	110,000	1,100	1,000	
Thell Valley	Worked by the Great Western.													
Thell Valley	Worked by the Midland.													
TOTAL ENGLAND AND WALES	10,000	6,000	16,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000

(a) Amalgamated with Thell Vale as from 1st July, 1902.

(b) Total received from Thell Vale West, Iron, and Coal Company, Limited, for use of the line.

(c) The line was opened for public traffic on 1st June, 1902.

(d) Includes 100,000 miles run by mineral trains.

(e) For length of line at each gauge, see page 75.

No. 2.—Length of Line, Traffic, Gross

THE FINANCIAL YEAR OF THE SCOTCH RAILWAY COMPANY.

[illegible]

a. Excludes 8,794,105 police cars for manual trucks.

⁴ Purchased by the Murray and Smith Co. as a gift to the public on Feb. 2, 1902.

© 1995 by the Society and North-Western as from the 1st August, 1995

^a Adjusted with the Coleman as from 1st July, 1991.

Only one class of object

No. 2.—Length of Line, Traffic, Gross

YEAR ENDED 31st DECEMBER 1902.

NAME OF COMPANY.	LENGTH OF LINE IN Miles open on 31st December 1902.			PASSENGER TRAFFIC.					GOODS TRAFFIC.		NUMBER OF MILES TRAVELLED BY TRAINS.	
	Single or main.	Single.	Total.	NUMBER OF PASSENGERS CARRIED (inclusive of Season and Periodical Tickets).				Season or Periodical Tickets —Representative Market Traffic.	Miscellaneous.	General Merchandise.	Passenger Trains.	Goods and Mineral Trains.
				1st Class.	2nd Class.	3rd Class (including Parliamentary).	Total.					
Edinburgh	—	18	20	5,210	4,670	206,373	112,750	20	7,527	8,410	Mixed.	4,770
Edinburgh and Glasgow District (Including the "Dunfermline, Kirkcaldy, and Arbroath.")	17	48	70	284,270	312,370	1,300,424	1,907,064	5,130	120,435	111,865	621,000	97,570
Edinburgh and Southern Counties (Including the "Edinburgh and Leith.")	38	113	240	134,000	202,730	1,300,000	2,636,730	3,175	372,600	448,501	1,130,000	470,000
City of Dublin Junction	Worked by the Dublin, Wicklow, and Wexford.											
Clonsilla Extension	Worked by the Cork, Brandon, and South Coast.											
Cork and Brandon District	—	25	25	5,001	56,700	1,007,710	1,170,401	40	7,500	85,070	54,120	14,000
Cork, Brandon, and South Coast (Including the "Felixstowe and Killybegs," "Bantry Extension," "Bantry Bay Extension," "Glenties Extension," and "The Valley.")	—	74	74	14,000	30,000	1,000,000	1,144,000	100	50,000	100,000	210,000	100,000
Cork, Blackrock, and Passage	5	0	5	110,000	—	500,000	610,000	100	—	1,700	100,000	—
Derwent—Return for the year ended 1st November, 1902	—	90	90	3,000	10,000	500,000	513,000	57	10,000	40,000	Mixed.	50,000
Dublin and Kingstown	Worked by the Dublin, Wicklow, and Wexford.											
Dublin, Wicklow, and Wexford	20	115	140	300,000	1,000,000	2,000,000	3,300,000	1,000	50,000	100,000	1,000,000	1,000,000
Dundalk, Sligo, and Drogheda	—	50	50	7,000	5,000	100,000	112,000	21	7,000	50,000	57,000	10,000
Great Northern of Ireland	540	100	640	340,000	510,000	1,000,000	1,850,000	4,000	100,000	200,000	1,000,000	1,000,000
Great Southern and Western of Ireland	140	400	1,000	200,000	400,000	1,000,000	1,600,000	600	100,000	200,000	1,000,000	1,000,000
Great Southern and Western of Ireland (Including the "Athlone and Teme Extension," "Cheltenham," "Dorchester and Exeter," "Exeter and Plymouth," "Gloucester and Falmouth," and the "Worcester and Farnham," and "Worcester and Birmingham" sections of the "Worcester and Birmingham" Company.)	140	400	1,000	200,000	400,000	1,000,000	1,600,000	600	100,000	200,000	1,000,000	1,000,000
The Valley	Worked by the Cork, Brandon, and South Coast.											
Letchworth	Worked by the London and North Western.											
London and Brighton	Worked by the London and North Western.											
London and North Western	—	0	0	5,000	—	100,000	105,000	0	5,000	100,000	Mixed.	10,000
London and North Western (Including the "Cardiff and "Letchworth.")	—	40	40	12,000	10,000	100,000	122,000	100	10,000	10,000	Mixed.	10,000
Midland Great Western of Ireland	501	277	778	310,000	510,000	1,000,000	1,820,000	700	100,000	200,000	1,000,000	1,000,000
Midland Great Western of Ireland (Including the "Aston Extension," "Birmingham and Kidderminster," "Birmingham and Gloucester," "Birmingham and London," and "Birmingham and Leamington.")	501	277	778	310,000	510,000	1,000,000	1,820,000	700	100,000	200,000	1,000,000	1,000,000

a Includes 10,000 miles run by mixed trains.
required, to the passenger trains.

b A small quantity of general merchandise carried by the Company was conveyed in waggon stock.
c Includes 10,000 miles run by mixed trains.

NAME OF COMPANY.	LENGTH OF LINE IN MILES OPEN ON 31st December 1902.			PASSENGER TRAFFIC.					GOODS TRAFFIC.		SUMMARY OF MILES TRAVELLED BY TRAINS.		
	Double or more.	Single.	Totals.	NUMBER OF PASSENGERS CARRIED (exclusive of Season and Periodical Tickets).				Tons of Goods carried by Parcel Post only.	Tons of Goods carried by Parcel Post and other parcels.	Tons of Goods carried by Parcel Post and other parcels.	Passenger Trains.	Goods and Mixed Trains.	Totals.
				1st Class.	2nd Class.	3rd Class.	Total.						
Wigan, Litherley, and Northern Counties	-	44	44	2,807	7,480	261,772	165,430	70	7,078	50,000	Mixed.		30,000
Seaford	Worked by the Great Southern and Western.												
Truro and Freet	Worked by the Great Southern and Western.												
Walsford and Trowers	-	7	7	75,000	-	147,500	222,500	77	5,000	1,000	Mixed.		6,000
Worcester and English Line	Worked by the Great Southern and Western.												
Worcester, Gloucester and Hereford, and Fenny and Lincroft Lines.	Worked by the Great Southern and Western.												
TOTAL	608	3,807	4,415	1,354,000	3,500,000	61,100,000	77,000,000	22,000	1,000,000	2,000,000	10,000,000	1,000,000	11,000,000

(a) For length of line at each page see page 64.

(b) Includes 700,000 miles run by mixed trains.

LIGHT RAILWAYS AUTHORIZED UNDER THE

Aldersley and Tosses Extension in Cheshire	Worked by the Great Southern and Western.												
Admiralty and Portsmouth Junction	The Portsmouth and Gosport Railway Extension, &c.												
Aldersley and Cheshire	Worked by the Midland Great Western of Ireland.												
Beaumont and Newbury Extension	-	3	3	5,450	90,000	42,000	137,450	30	20,000	5,000	Mixed.		25,000
Carrickfergus Harbour Extension	-	1	1	-	-	-	-	-	10,000	-	-	600	600
Chen and Litherley, Limited. Returns for the year ended 31st October 1902.	-	48	48	4,000	-	80,000	100,000	20	5,000	10,000	Mixed.		15,000
Conger Valley Railway. Returns for the year ended 30th September 1902.	-	20	20	7,000	-	100,000	100,000	5	5,000	10,000	Mixed.		15,000
Cork and Muskerry	-	18	18	80,000	-	100,000	180,000	40	4,000	10,000	Mixed.		14,000
Downpatrick Extension	-	3	3	1,000	-	4,000	5,000	0	600	4,000	Mixed.		4,600
Dunfermline and Arbroath	Worked by the Midland Great Western of Ireland.												
Edinburgh and Midlothian Railway and Light Railway (including Midlothian Extension)	-	14	14	1,000	-	40,000	40,000	-	-	4,000	10,000	1,000	11,000
North Wales, Limited. Returns for the year ended 31st October 1902.	-	20	20	10,000	-	100,000	110,000	5	5,000	10,000	Mixed.		15,000
Portsmouth and Gosport Railway Extension, and Admiralty and Portsmouth Junction. Returns for the year 1902-03.	-	3	3	5,000	-	10,000	15,000	-	5,000	5,000	Mixed.		10,000
Truro and Freet	-	20	20	5,000	-	10,000	15,000	10	10,000	10,000	Mixed.		20,000
West Coast, Limited. Returns for the year ended 31st October 1902.	-	20	20	10,000	-	100,000	110,000	5	5,000	10,000	Mixed.		15,000
TOTAL	-	300	300	117,500	80,000	1,000,000	1,197,500	100	1,000,000	1,000,000	10,000,000	1,000,000	11,000,000
GRAND TOTAL, IRELAND	608	3,807	4,415	1,354,000	3,500,000	61,100,000	77,000,000	22,000	1,000,000	2,000,000	10,000,000	1,000,000	11,000,000

(a) The figures for the year 1902 are not yet available.

(b) Includes 700,000 miles run by mixed trains.

(c) Includes 1,000,000 miles run by mixed trains.

RECEIPTS (POUNDS) FROM PASSENGER TRAFFIC.										RECEIPTS (POUNDS) FROM GOODS TRAFFIC.						NAME OF COMPANY.
EXCEPT FROM FERRYBOATS.					Ferry Boats, Harbours, &c.	Mails.	Total Receipts from Passenger Traffic.	Merchandise.	Dry Dock.	Miscellaneous.	Total Receipts from Goods Traffic.	Receipts from Steamships, Canals, Harbours, &c.	Miscellaneous; Rents, Taxes, &c.	TOTAL GROSS RECEIPTS FROM ALL SOURCES OF TRAFFIC.		
1st Class.	2nd Class.	3rd Class (including Third-class only).	Children of 10 years or under 10 years.	Total from Ferryboats.												
£	£	£	£	£	£	£	£	£	£	£	£	£	£	£		
400	117	1,000	174	9,560	1,206	375	11,007	30,000	5,040	1,750	14,000	—	541	30,300	Wm. Lyster, and Northern Counties.	
															Dotham.	
															Trains and Boat.	
1,000	—	1,000	171	1,000	800	10	5,000	200	40	100	400	—	100	6,000	Waterford and Tralee.	
Railway Company's Undertakings:															Waterford and Western Har.	
															Waterford, Dungannon, and Lanes, and Ferry and Atlantic Har.	
10,000	10,000	1,000,000	11,000	1,000,000	100,000	100,000	1,000,000	1,000,000	100,000	100,000	1,000,000	10,000	10,000	1,000,000	Total.	

* Includes receipts for carriage of Mails by steam vessels belonging to the Companies.

TRAMWAYS (IRELAND) ACTS, 1860 TO 1883, &c.

1st Class.	2nd Class.	3rd Class.	Children of 10 years or under 10 years.	Fourth Class.	Ferry Boats, Harbours, &c.	Mails.	Total Receipts from Passenger Traffic.	Mechanics.	Dry Dock.	Miscellaneous.	Total Receipts from Goods Traffic.	Receipts from Steamships, Canals, &c.	Receipts from Harbours, &c.	Receipts from Railways, &c.	Total Receipts from all Sources or Traffic.	NAME OF COMPANY.
£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
30	100	100	10	1,000	—	11	1,000	400	—	700	1,000	—	—	1,000	1,000	1,000
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
100	—	1,000	70	1,000	100	10	1,000	1,000	1,000	1,000	1,000	—	—	1,000	1,000	1,000
100	—	1,000	7	1,000	100	10	1,000	1,000	1,000	1,000	1,000	—	—	1,000	1,000	1,000
1,000	—	1,000	100	1,000	100	—	1,000	1,000	100	100	1,000	—	—	1,000	1,000	1,000
10	—	100	10	100	10	—	100	100	10	10	100	—	—	100	100	100
100	—	1,000	—	1,000	100	—	1,000	100	100	—	1,000	—	—	1,000	1,000	1,000
100	—	1,000	10	1,000	100	100	1,000	1,000	100	100	1,000	—	—	1,000	1,000	1,000
100	—	100	—	100	10	10	100	100	10	100	100	—	—	100	100	100
100	—	1,000	10	1,000	100	100	1,000	1,000	100	100	1,000	—	—	1,000	1,000	1,000
100	—	1,000	10	1,000	100	100	1,000	1,000	100	100	1,000	—	—	1,000	1,000	1,000
100	100	10,000	100	10,000	1,000	1,000	10,000	1,000	1,000	1,000	10,000	10,000	10,000	10,000	10,000	10,000
10,000	10,000	1,000,000	11,000	1,000,000	100,000	100,000	1,000,000	1,000,000	100,000	100,000	1,000,000	10,000	10,000	1,000,000	1,000,000	1,000,000

RAILWAY RETURNS.—1902.

No. 3.—WORKING EXPENDITURE, NET RECEIPTS, AND ROLLING STOCK.

RETURN showing the AMOUNT of the WORKING EXPENDITURE, and of the NET RECEIPTS, &c., and NUMBER of EACH KIND of ROLLING STOCK, for the several RAILWAY COMPANIES, in ENGLAND and WALES, SCOTLAND, and IRELAND, for the Year 1902.

No. 3.—Working Expenditure, Net Receipts, and

YEAR ENDED 31ST DECEMBER EXCEPT

NAME OF COMPANY.	Status of Line at 31st December 1907.	Length of Line in Miles open on 31st December 1907.	WORKING EXPENDITURE.											
			Maintenance of Way, Works, &c.	Locomotive Traction Stationary Engines.	Repairs and Renewals of Carriages and Waggon.	Traffic Expenses (Coaching and Stationing).	General Charges.	Salaries and Taxes.	Overseas Passenger Staff.	Compensation to Employees under the Workmen's Compensation Act, 1906.	Compensation for Personal Injuries.	Compensation for Damage and Loss of Goods.	Supplementary Expenses.	
Ashington	Leased to the Great Western.											
Alexander (Sheep) and South Wales) Docks and Railway.	£ 50	9	4,818	10,421	1,816	5,506	11,967	13,441	—	197	136	101	64	
Bala and Penrhyn	Worked by the Great Western.											
Barry (Including the "Val of Glamorgan.")	£ 50	42	20,078	55,367	10,800	14,878	25,361	40,467	100	571	12	100	5,071	
Belfast, Waterford, Drogheda and Appleton	£ 50	6	274	801	3	597	104	21	30	—	—	—	6	
Belfast	Leased jointly to the Great Western and the London and North-Western.											
Belfast and Castle	£ 50	10	1,967	779	117	406	116	45	14	—	—	4	100	
Belfast and Fleetwood Transport	£ 50	6	1,201	3,384	1,240	3,375	5,330	7,592	30	91	6	—	10	
Birmingham and Northfleet Junction (Including part of the "Western and Northampton" and "London and North Western" Lines)	£ 50	70	24,049	75,460	6,146	14,693	5,567	3,561	16	227	6	100	64	
Birmingham	Worked by the General and Street Joint Committee.											
Birmingham and Ryde	Worked by the London, Brighton, and South Coast											
Birmingham and Southampton Southern Electric (Tramway)	£ 50	6	71	26	16	74	110	2	—	—	—	—	—	
Bristol	Worked by the Western, Midland, and Great Northern											
Bristol and Exeter	Leased to the London and North-Western.											
Bury Port and Downham Vale	£ 50	18	3,355	3,568	118	1,710	1,380	403	—	61	—	—	1	
Cardiff (Including the "Mid Wales," the "South Wales," the "Swansea," the "Preston and Glamorgan," and the "Val.")	£ 50	205	40,646	41,480	20,668	20,558	14,802	5,713	731	616	110	1,000	100	
Cardiff, Glamorgan, and Wrexham	£ 50	6	1,950	—	—	300	416	—	—	—	—	—	—	
Cardiff	£ 50	3	8,640	16,800	5,046	10,468	6,775	11,851	—	1,068	—	—	1,000	
Central London	£ 50	6	8,016	41,869	11,244	60,637	18,814	10,724	966	166	557	30	65	
Charnock Road	Worked by the London and North-Western.											
Charnock, Liverpool	£ 50	4	1,200	1,200	—	370	450	75	6	—	—	—	1	
Cheshire Electric Tramways (Including the "Northport and Cheshire Lines Extension.")	£ 50	140	10,000	148,515	45,216	104,178	10,218	10,434	1,442	640	291	100	1,400	
City and South London	£ 50	7	8,830	11,736	1,567	22,210	4,364	4,864	409	174	—	—	38	
Coventry and Warrington Junction	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Cromwell, Epsom, and Epsom	£ 50	10	6,000	18,360	—	6,864	2,904	1,870	116	—	—	—	10	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10	7,260	14,141	1,137	5,730	3,396	1,456	6	—	—	—	6	
Croft Valley and Epsom	£ 50	10												

e. Includes H&L, less 1/2% of rolling stock.

3. Includes 30 Master Cards

d. *Wavelength of 4500 Å; temperature and pressure of 100°C*

d. Available in electric locomotive.

^a Electric locomotives.

Rolling Stock, ENGLAND AND WALES, in 1902.

WHERE OTHERWISE STATED.

Steamboat Quay and Harbour Expenses.			Miscellaneous Working Expenses (not included in the Service).			TOTAL WORKING EXPENDITURE.			TOTAL REVENUE, as given in the Returns, No. 1.			Net Earnings.			Percentage Proportion of Expenditure to Total Receipts.			ROLLING STOCK as at 31st December 1902.						NAME OF OCCUPANT.	
																		LOCOMOTIVES, WAGGONS, TRUCKS, &c.							

f Includes cost of working coaches and goods, estimated at 400 per annum.

A Includes 4,125 for mileage and demurrage.

g Includes 7125 yield for the use of East Station.

[illegible]

(a) This line is the property of the "Finnroth, Devcoport, and South-Western Junction" Railway Company, and is worked by that Company. (b) See 101
auxiliary engine. (c) Includes \$2,104 cost of paying for lands.

Inland, Coal, and Harbour Expenses	Mixed Income Working Receipts (not including the first year's profit)	TOTAL WORKING EXPENDITURE.	TOTAL RECEIPTS, as given in the TRAINS REPORT, No. 1.	NET RECEIPTS.	Percentage Proportion of Expenditure to Total Receipts.	ROLLING STOCK on 31st December 1905						NAME OF COMPANY
						CARROLLS, WAGGONS, TENDERS, &c.						
						Locomotives.	Engines used for the conveyance of Passengers only.	Other Vehicles attached to Passenger Trains.	Wagons of all kinds used for the conveyance of Live Stock, Materials, or General Purposes.	Other Carriages or Wagons used on the Railway not included in the preceding Column.	Total Stock of Vehicles of all descriptions, in charge of Locomotives.	
£	£	£	£	£	—	No.	No.	No.	No.	No.	No.	
—	20	0,541	20,550	11,401	—	8	—	—	221	8	231	East and West Yorkshire Union
—	170	0,227	1,180	808	71	573	—	—	147	—	147	East Cornwall Mineral (Callstock to Callington).
—	1,007,000	46,428	58,271	6,647	—	The traffic is carried in the trains of the Companies jointly using the line.						East Lancashire.
Guaranteed.	—	—	—	—	—	—	—	—	—	—	—	East London (Joint Committee).
	—	—	—	—	—	—	—	—	—	—	—	Eastern and Chesham Rops.
	—	—	—	—	—	—	—	—	—	—	—	Elly Valley.
	—	—	—	—	—	—	—	—	—	—	—	Exmouth, Redfish, and Devonport Junction.
	—	—	—	—	—	—	—	—	—	—	—	Exmouth Stearns and Railway.
—	27	11,580	35,448	6,739	23	8	13	8	1,332	—	1,371	Fife and Forth.
—	—	0,204	4,402	5,508	23	Supplied by the "North-Southern" Company.						Finsbury.
—	—	—	—	—	—	—	—	—	—	—	—	Forest of Dean Central.
—	—	—	—	—	—	—	—	—	—	—	—	Frederick, Tarnworth, and Newport.
54,000	—	107,130	541,000	275,000	50	180	200	90	1,258	30	1,568	Furness.
—	—	0,000	4,000	60	60	6	4	—	42	—	60	Gartnavel and Kintail.
—	—	0,000	4,715	1,504	60	2	10	—	140	10	170	Glen Valley Tramway.
10,000	100,000	1,007,000	1,110,000	1,071,700	97	107,000	900	270	12,100	1,000	13,300	Grosvenor Junction and Portobello.
—	—	—	—	—	—	—	—	—	—	—	—	Great Central.
100,000	100,000	1,000,000	1,000,000	1,000,000	100	1,000	1,000	1,000	10,000	100	11,100	Great Eastern.
10,000	100,000	1,000,000	1,000,000	1,000,000	100	1,000	1,000	1,000	10,000	100	11,100	Great Northern.
—	—	—	—	—	—	—	—	—	—	—	—	Great North of England, Glasgow, and Edinburgh Junctions.
10,000	100,000	1,000,000	1,000,000	1,000,000	100	1,000	1,000	1,000	10,000	100	11,100	Great Western.

(10) In addition to the rolling stock given above, the Company had for use 170 engines and 5,800 carriages, wagons, and trucks under hire and purchase agreements. (11) A short line 1 mile in length, belonging to the London and South Wales Railway, runs from the North Woodwith Branch of the Great Western Railway to Gillingham. Passengers and parcels, which constitute the traffic on the line, are carried in the trains of the Great Western Railway. The total receipts of the Great Western Railway in the year 1905 were £1,000,000, and the expenditure, so far as it was incurred from the Company, was £1,000,000. (12) Purchased by the Great Eastern at from 1st July, 1905. (13) Purchased by the Great Northern at from 1st July, 1905.

[illegible]

10 The figures for the year 1930 are not, as yet, available.

[illegible]

(c) Includes all electric motive carriages and all tram cars.

[illegible]

¹ Locomotive power supplied by the Great Central and London and North Western Railway Companies.
² Assessed paid to Great Northern Railway Company for working the Coaching Traffic. The Coaching Traffic is carried in the trains of the various companies concerned.
³ Includes action charged on the Company's Electric Fund.
⁴ Includes a sum of £170 which was paid in 1922 to the Department.
⁵ Assessed paid to "Midland" Company for working special Departmental trains in respect of the Budegond and Tidworth Lines.
⁶ Paid to companies having running powers over the line for carriage hire.

				ROLLING STOCK on 31st December 1905.		CARBONS, WAGGONS, TENDERS, &c.						NAME OF COMPANY.
Locomotive, Coal, and Material Expenses.	Mileage, Working Expenses (not included in the fare).	Total Receipts, as given in the Yearly Accounts, No. 1.	Net Receipts.	Percentage proportion of Receipts in local traffic.	Locomotives.	Cars used by the Co. (exclusive of Passenger and other Vehicles attached to Passenger Trains).	Waggons of all kinds used for the transport of live stock, minerals, or heavy merchandise.	Other Cars or Wagons used on the railway not attached to the passenger trains.	Total number of Vehicles of all kinds, exclusive of Locomotives.			
£	s	d	£	%	No.	No.	No.	No.	No.	No.		
—	—	4,184	7,001	1,037	81	1	10	—	—	86	Lynton and Barnstaple.	
—	115	55,000	10,372	6,568	76	Locomotive power and rolling stock provided by the "Great Central" and "North Midlandshire" Railway Companies.					Manchester and Cheshire.	
—	257	14,942	10,544	896	98	7	14	2	124	5	180	Manchester and Oxford.
89,130	21,600	220,282	101,373	161,540	—	40	—	—	1,071	—	1,071	Manchester Ship Canal and Railway.
—	44	17,567	10,757	40,540	43	—	210	—	8	20	184	Manchester South Junction and Altrincham.
—	907	60,146	125,448	55,342	44	20	41	15	1,438	2	1,502	Manchester and Carlisle.
—	—	718	3,022	800	71	3	5	—	—	—	8	Mersey.
—	23,881	17,258	61,852	5,714	84	28	97	—	4	2	124	Mersey.
—	16	4,300	15,488	4,481	—	Locomotive power and rolling stock supplied by the Companies working the traffic.					Metropolitan Railway.	
—	505	448,383	617,494	617,538	16	31	411	18	528	—	583	Metropolitan.
—	21	227,896	456,858	190,543	12	54	328	—	10	2	428	Metropolitan Water.
—	—	11,468	12,276	5,550	—	The traffic is carried in the trains of the Companies with the line.					Metropolitan and Metropolitan District City Lines and Extensions.	
5,307	430,022	7,547,750	11,057,523	6,401,040	66	1,750	8,715	1,280	113,483	—	118,208	Midland.
—	21,224	244,643	140,764	10,098	84	105	80	80	128	118	746	Midland and Great Northern Railway Joint Committee.
—	5,764	40,240	66,006	25,264	71	16	20	67	261	2	479	Midland and North-Western Companies (London to Epsom).
—	41	105	707	505	—	1	—	—	15	—	15	Midland and North-Western Junction.
—	—	—	—	—	—	—	—	—	—	—	—	Mid Wales.
—	4,286	10,000	19,267	15,407	71	4	15	2	56	12	65	Midland Great North and Railway.
—	—	7,507	4,198	691	81	Locomotive power and rolling stock supplied by the "London and North-Western" Company.					Mid and Denbigh Junction.	
—	—	15,613	5,479	23,774	—	Locomotive power and rolling stock supplied by the companies working the traffic.					Midland and Great Northern Junction.	
575,080	6,775	94,114,205	1,340,671	1,375,382	66	1,147	3,154	104	66,296	—	100,293	Midland and North-Western Junction.
6,896	6,050	1,800,070	113,054	121,825	54	158	607	118	805	595	1,483	North London.
24,701	50,001	650,042	101,058	101,058	80	120	501	141	6,008	232	6,486	North Midlandshire.
—	—	1,235	1,735	468	65	2	2	4	6	6	6	North London (Light).
—	65	31,052	10,052	7,267	70	Locomotive power and rolling stock provided by the "Great Central" and "North Midlandshire" Railway Companies.					North Wales and Liverpool Companies.	

9 In addition to this amount a sum of £775,000 was charged to the Company's Reserve Account being the estimated loss to the Company in consequence with the failure of one of the Company's Subsidiaries.

10 Provided this expenditure was not met was provided for working other companies' traffic.

11 Borne in the North Eastern Railway Company.

12 Use of waggons and tenders.

13 The Great and Mersey and Isle of Axholme Light Railways being used in the North Eastern and the Lancashire and Yorkshire Companies jointly, so from the 1st October, 1905, and the 1st October, 1906, respectively. Traffic attributable to these light railways, which were open for goods traffic, are not available and have been estimated from the present returns.

NAME OF COMPANY.

WORKING EXPENDITURE.

NAME OF COMPANY.	WORKING EXPENDITURE.												
	Miles at 31st December 2001.	Length of Line in Miles open on 31st December 1901.	WORKING EXPENDITURE.										
			Maintenance of Way, Works, &c.	Locomotive Expenses (including fuel)	Repairs and Renewals of Carriages and Waggon	Explosives (including and handling)	General Charges	Salaries and Wages	Government Passenger Duty.	Contributions to Employees under the Workmen's Compensation Act, 1901.	Compensation for Personal Injuries, &c.	Compensation for Damage and Loss of Goods	Legal and Post-Office Expenses
	Pc. in.	Yr.	£	£	£	£	£	£	£	£	£	£	£
North Wales (Narrow Gauge)	1 1/2	11	320	1,074	600	660	505	60	25	12	—	5	30
Nottingham and Great Northern Railway and Canal	Leased to the Great Northern.												
Nottingham Suburban	Worked by the Great Northern.												
Oldham, Ashton-under-Lyne, and Guide Bridge Junction	4 1/2	2	1,377	3,411	—	5,690	962	497	26	—	5	2	104
Oxford and Aylesbury Tramroad	Worked by the Metropolitan.												
Pennine Extension	Leased to the Taff Vale.												
Pennine Harbour, Dock, and Railway	Leased to the Taff Vale.												
Plymouth and Dartmouth (N)	4 1/2	21	508	—	—	—	142	8	—	—	—	—	—
Plymouth, Devonport, and South Western Junction	Worked by the London and South Western.												
Portsmouth, Gosport, and Southampton—Station for the year 1901 (N)	1 1/2	6	97	420	—	—	96	33	—	—	—	—	30
Port Vale Railway and Dock	4 1/2	54	5,495	11,598	1,340	6,870	4,112	3,713	2	149	—	11	34
Princes Risborough	Worked by the Great Eastern.												
Ramsgate and Whitstable	2 3	7	409	400	15	181	34	6	66	7	—	—	10
Ratcliffe and Charnwater	4 0	20	304	715	176	567	200	18	—	7	—	—	30
Rhodesia and Beacons Bay	4 1/2	80	7,299	27,890	3,120	33,443	9,622	4,794	40	350	51	210	1,010
River Clyde	4 1/2	80	23,645	66,956	4,000	96,412	9,704	10,444	104	255	302	101	1,494
(Including part of the "Queen's Yard and Railway" (Barnet and Highgate), and "Half Barges" (John Lane).)													
River and Kennet	Worked by the Great Western.												
Rother Valley Light—Returns for the year 1901 (N)	4 1/2	13	914	365	36	716	248	207	—	—	—	10	—
Roxburgh and Eborac Fife Railway	4 1/2	2	300	508	—	48	—	48	—	—	—	—	—
St. Asaph and Denbigh Railway, Harbours, and Dock—Returns for the year ended 31st September, 1901.	2 0	6	595	1,061	300	454	165	60	—	—	—	—	—
St. Albans Railway and New St. Albans	Worked by the London and South Western.												
St. Andrew's Railway and Harbour	4 0	6	545	377	00	51	43	47	—	—	—	—	—
St. Erth, Trillick, and Port Lifford Junction	Worked by the North Eastern.												
St. Helier and Milford Combe	4 1/2	50	15,468	46,701	418,288	17,077	6,130	4,622	207	—	227	1,145	170
St. Helier Light	Worked by the London, Brighton, and East Coast.												
St. Helier Light	Worked by the South Eastern and Chatham Railway Company Managing Committee.												
St. Helier and Harford	Leased to the Great Western and London and North Western.												
St. Helier's Dock and Quay	Leased to the London and North Western.												
St. Helier	Worked by the London and South Western.												
St. Helier Light	2 4	6	142	176	2	45	18	6	—	5	—	—	—
St. Helier and Dover (Returns for the year ended 31st October 1901).	4 1/2	101	24,042	59,801	14,862	18,052	5,611	5,571	127	249	107	870	181
(Including the "St. Helier" The above are worked by a Joint Committee of the London and North Western and "St. Helier" Companies.)													
St. Helier	Also worked by the South Eastern and Chatham Railway Company Managing Committee.												
St. Helier and Chatham Railway Company Managing Committee	4 1/2	104	641,519	780,795	146,307	897,422	127,617	90,150	245,085	1,025	4,381	11,550	12,010
(Including the "Lyonsville, Valley and Dock" from the 1st June 1900, "London and Chatham," "St. Helier" (formerly to St. Mary's Dock), "St. Helier" (also part of the "Dorchester and Dorset," and "St. Helier and South Devon" Joint Committee, and of the "Valley Station and Docking.")													
St. Helier and Chatham Light Railway	Worked by the Chatham Light Railway Committee.												
St. Helier Light—Returns for the year ended 30th September, 1901.	4 1/2	10	1,074	5,000	76	1,693	164	120	—	41	—	543	31
St. Helier	2 0	2	502	1,007	121	1,544	402	120	15	54	—	—	47
St. Helier Junction	Worked by the Kent, Romney, and West Riding Junction Railway and Dock.												
St. Helier and Kenilworth	Worked by the Great Northern.												
St. Helier	4 1/2	5	460	605	—	116	31	120	—	—	—	—	31

a Mixed railway for use of which a toll is paid.

b Cost of horse power by which the line is worked.

c The figures for the year 1901 are not, as yet, available.

d Rate of carriage and waggon.

[illegible]

NAME OF COMPANY	Gauge of Line at 31st December 1901.	Length of Line in Miles open on 31st December 1902	WORKING EXPENDITURE.											
			Maintenance of Way, Works, &c.	Locomotive Traction (including the Railway Engine)	Signalling and Knowledge of Carriages and Waggon	Traffic Expenses (including the Railway Engine)	General Charges	Rates and Fares.	Increased Passenger Duty.	Compensation to Employers under the Workmen's Compensation Act, 1902	Compensation for Personal Injuries, &c.	Compensation for Damage and Loss of Goods.	Legal and Parliamentary Expenses.	
Great Eastern, Fenchurch, and Midland Junction	Worked by the Great and Midland Junction Companies.													
Taff Vale (including the "Aberdeen," "South Wales," "Porthkerry," and "Porthkerry & South Wales" Lines.)	4 4½	184	70,000	218,000	10,544	10,550	20,700	54,025	540	700	1,800	1,800	12,000	
Taff Vale, for the year ended 30th September 1902	1 8	7	300	400	50	500	500	40	1	—	—	1	—	
Telford Valley	Worked by the Great Western.													
Tisbury	Worked by the Great Western and London and North-Western.													
Tisbury and Forest Gate	Worked by the Midland.													
Tide of Gloucester	Worked by the Great.													
Ton	Worked by the Great.													
Trafford Station and Fines	Line worked by the Great Western, London and North-Western, and London, Brighton, and South Coast Railway Companies, and the South-Western and Chichester Railway Companies Managing Committee.													
Trafford and City	Worked by the London and North-Western.													
West Cornwall Railway	See under Great Western.													
West Devonshire	Underwriting incorporated in the Devonian and Yorkshire Group.													
West London	Leased to the West London Railway.													
West London Railway	Line worked by the Great Western, London and North-Western, London and South-Western, and London, Brighton, and South Coast.													
Western, Devonian, and Torkland Light Railways	4 ½	8	608	716	400	100	50	—	15	—	—	—	27	
West Riding and Grimsby	Included in the returns of the Great Central and Great Northern.													
West Somerset	Leased to the Great Western.													
West Somerset Mineral	4 ½	11	300	—	—	—	400	20	—	—	—	—	—	
Weymouth and Portland	Worked by the Great Western and London and South-Western.													
Widened and New, for the period from 1st June to 31 December 1901 (a)	4 ½	1	60	1,000	10,000	1,000	1,000	1,000	0	—	—	—	—	
Willesden Junction	Worked by the Great Central.													
Windsor	4 ½	11	600	10,000	1,000	1,000	1,000	1,000	0	—	—	—	—	
Windsor and South Western Joint Committee	Included in the returns of the London, Brighton, and South Coast, and the South Western, and Chichester Railway Companies Managing Committee.													
Windsor and Epsom	Worked by the Great.													
Worcester, Midland, and Chichester Quay	4 ½	10	1,000	10,000	1,000	1,000	1,000	1,000	0	—	—	—	—	
Wye Valley	Worked by the Great Western.													
Wye Valley	Worked by the Midland.													
TOTAL ENGLAND AND WALES	—	101,000	1,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000	

(a) THE FOLLOWING STATEMENT SHOWS THE LENGTH OF LINE OF EACH GAUGE OPEN IN ENGLAND AND WALES AT THE END OF THE YEAR.

	PL. 4. 1 1½	PL. 4. 2 2	PL. 4. 3 3	PL. 4. 4 4	PL. 4. 5 5	PL. 4. 6 6	PL. 4. 7 7	PL. 4. 8 8	PL. 4. 9 9	PL. 4. 10 10	PL. 4. 11 11	PL. 4. 12 12
Gauge	Miles 10	Miles 10	Miles 10	Miles 10	Miles 10	Miles 10	Miles 10	Miles 10	Miles 10	Miles 10	Miles 10	Miles 10
Length	Miles 10	Miles 10	Miles 10	Miles 10	Miles 10	Miles 10	Miles 10	Miles 10	Miles 10	Miles 10	Miles 10	Miles 10

* Measure of the Brighton and Hove Railway (Brighton and Hove) Company, 2 miles in length, with a gauge of 10 feet.

(a) Amalgamated with Taff Vale on 1st July, 1902.

(b) The line was opened for traffic on 1st June, 1902.

(c) Mile of Carriage.

[illegible]

(f) Expenditures of \$7,545, incurred by the North London Company for working other lines. (g) Inclusion of Electric Traction Co.

and Rolling Stock, SCOTLAND, in 1902

WHEN OTHERWISE STATED, ENDED ON THE 31st JANUARY, 1903

[illegible]

of the rolling stock for the Patriotic section of the line is provided by the "Octoberian" and "Ukrainian People's Workers" Companies.

No. 3.—Working Expenditure, Net Receipts

YEAR ENDED 31st DECEMBER

[illegible]

^b The Distal and Polyethylene Line is constructed with a single oriented rod.

NAME OF COMPANY	Gauge of Line at 1st December 1901	Length of Line in Miles open on 1st December 1901	WORKING EXPENDITURE										
			Maintenance of Way, Works, &c.	Locomotive Power	Carriage and Wagon	Travelling Expenses	General Charges	Station and Travelling	Accommodation	Depreciation on Plant and Equipment	Depreciation on Rolling Stock	Depreciation on Buildings and Land	Total
Midland Great Western of Ireland. (Including the "Ashford Extension," "Enniscorthy and Enniscorthy," "Enniscorthy and Enniscorthy," "Enniscorthy and Enniscorthy," and "Enniscorthy and Enniscorthy.")	5 5	505	77,350	100,000	20,000	10,000	15,000	10,000	10,000	10,000	10,000	10,000	120,000
Sligo, Lifford, and Northern Counties	5 5	44	4,400	1,000	1,000	1,000	100	100	100	100	100	100	100
Southern	-	-	Worked by the Great Southern and Western.										
Trinity and Dublin	-	-	Worked by the Great Southern and Western.										
Waterford and Tralee	5 5	7	100	1,000	100	100	100	100	100	100	100	100	100
Waterford and Wexford Line	-	-	Worked by the Great Southern and Western.										
Wexford, Douglas, and Limerick, and Fermoy and Limerick Lines	-	-	Worked by the Great Southern and Western.										
TOTAL	-	1,708	81,850	101,000	21,100	11,100	15,100	10,100	10,100	10,100	10,100	10,100	120,100

LIGHT RAILWAYS AUTHORISED UNDER

Attorney and Public Relations to Charitable	Worked by the Great Southern and Western.												
Ballinacorney and Pindarney Junction	See Pindarney and Courtmerrery Extension, &c.												
Ballinacorney and Courtmerrery	Worked by the Midland Great Western of Ireland.												
Beaumont and New Ross	5 5	5	100	100	100	100	100	100	100	100	100	100	100
Clonsilla and Marlow Junction	5 5	1	50	50	50	50	50	50	50	50	50	50	50
Ormeau and Lifford—Returns for the year ended 31st October 1901.	5 5	48	1,000	1,000	100	100	100	100	100	100	100	100	100
Ormeau Valley Railway—Returns for the year ended 30th September 1902.	5 5	37	1,000	1,000	100	100	100	100	100	100	100	100	100
Cork and Midway	5 5	15	1,100	1,100	100	100	100	100	100	100	100	100	100
Dunmurry Extension	5 5	5	100	100	100	100	100	100	100	100	100	100	100
Enniscorthy and Enniscorthy	Worked by the Midland Great Western of Ireland.												
Enniscorthy and Enniscorthy Extension and Light Railway—(Including "Enniscorthy Extension.")	5 5	14	1,000	1,000	100	100	100	100	100	100	100	100	100
South Coast, Lifford—Returns for the year ended 31st October 1902.	5 5	98	1,000	1,000	100	100	100	100	100	100	100	100	100
Wexford and Courtmerrery Extension and Ballinacorney and Pindarney Junction—Returns for the year 1901/02.	5 5	5	100	100	100	100	100	100	100	100	100	100	100
Wexford and Midway	5 5	17	1,000	1,000	100	100	100	100	100	100	100	100	100
West Coast, Lifford—Returns for the year ended 31st October 1902.	5 5	87	1,100	1,100	100	100	100	100	100	100	100	100	100
TOTAL	-	305	11,000	11,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
GRAND TOTAL, IRELAND	-	5,224	80,850	101,000	21,100	11,100	15,100	10,100	10,100	10,100	10,100	10,100	120,100

(c) THE FOLLOWING SUMMARY SHOWS THE LENGTH OF LINE AT EACH GAUGE OPEN TO TRAFFIC IN THE YEAR—*

Gauge	Length	
	5 5	4 2
Length	430	575

* Exclusive of the Lifford and Pindarney Railway, also open to traffic, constructed with a single shunted rail.

Standard, Coal, and other Receipts.			TOTAL RECEIPTS EXCEPTING TOTAL RECEIPTS, as gross in the TRAMWAY TABLE, No. 2.	TOTAL RECEIPTS, as gross in the TRAMWAY TABLE, No. 2.	NET RECEIPTS	Expenditure in respect of Expenditure in Rolling Stock.	ROLLING STOCK ON 31ST DECEMBER 1905.							NAME OF COMPANY.
CARBON, WAGON, TRUCK, &c.														
Locomotives.														
Cars used for the Carriage of Passengers only.														
Other Vehicles attached to Passenger Trains.														
Wagons of all kinds used for the Carriage of Live Stock, Minerals, or General Merchandise.														
Other Cars used for the Carriage of Passengers, or other purposes, not included in the preceding columns.														
Total Number of Vehicles of all kinds, less number of Locomotive Wagon.														
£	£	£	£	£	No.	No.	No.	No.	No.	No.	No.			
4,000	-	144,548	150,548	245,563	10	221	208	920	5,025	100	3,325	Midland Great Western of Ireland.		
-	1,000	15,000	16,000	6,641	75	10	18	22	140	-	211	Sligo, Londonderry, and Northern Counties Railways.		
-	-	6,147	6,147	3,427	48	4	27	1	8	2	12	Waterford and Tralee.		
and Western Counties's Undertakings:														
-	-	-	-	-	-	-	-	-	-	-	-	Waterford and Wexford Lines, Wexford, Dungarvan and Lismore, and Ferry and Lismore Lines.		
25,000	51,407	1,075,000	1,151,407	1,458,504	69	764	1,866	1,710	15,000	700	21,040	TOTAL.		

THE TRAMWAYS (IRELAND) ACTS, 1860 to 1883.

												Agency and Name Extension to Electricity, and Tramways, and Tramways and Tramways, and Tramways and Tramways.
-	-	1,800	3,200	600	12	40/1	1	5	50	-	20	Dublin and County Tramway.
-	-	140	180	5	10	-	-	-	-	-	-	Gerridge's Harbour Junction.
-	37	6,600	11,200	1,600	68	6	10	25	105	6	120	Carrick and Lifford, Limited.
-	66	6,200	6,200	100	-	6	10	8	50	-	118	Clogher Valley Tramway.
-	1,000	9,200	10,200	1,400	47	8	20	7	40	-	80	Cork and Midway.
-	-	1,700	1,700	240	-	1	2	1	10	-	10	Doughanmore Extension.
-	-	3,641	3,641	1,100	-	4	6	6	54	10	80	Loughlin and Athdown.
-	-	8,200	8,200	1,100	-	8	8	-	21	-	37	Shannon and Lifford Tramway and Light Railway.
-	70	1,000	1,000	100	184	2	4	-	60	-	66	Tramways and Tramways Extension and Tramways and Tram- ways and Tramways.
-	-	10,000	10,000	1,100	-	7	10	-	40	-	50	Tramways and Tramways.
-	-	12,100	12,100	1,100	-	6	10	7	64	10	100	Tramways, Limited.
-	1,000	70,000	71,000	1,100	100	40	54	40	400	60	640	TOTAL.
25,000	51,407	1,458,504	1,535,311	1,535,311	61	880	1,960	1,710	15,000	700	21,040	GRAND TOTAL, IRELAND.

(1) Electricities.

(2) The figures for the year 1906 are not, as yet, available.

RAILWAY RETURNS.—1902.

APPENDICES.

-
- A.—Season and Periodical Tickets—Numbers and Receipts for each class.
- B.—Length of Line, with number of Miles of Single, Double, Treble, and Quadruple, or more Lines of Rail.
- C.—Expenditure of certain Companies on Wages and Materials in the Permanent Way, Locomotive, Repair and Renewal of Carriages and Waggon, and Traffic Departments.
(Compiled from the Statutory Half-yearly Accounts.)
- D.—Railways authorised under the Light Railways (Ireland) Act, 1889, the Railways (Ireland) Act, 1890, the Transfer of Railways (Ireland) Act, 1890, and the Railways (Ireland) Act, 1896.
- E.—New Companies.
- F.—Amalgamations, Abandonments.

APPENDIX A.—SEASON TICKETS.

EQUIVALENT NUMBER OF ANNUAL TICKETS ISSUED AND RECEIPTS THEREFROM IN 1902.

NOTE.—The Returns for worked or leased lines are included in those of the working Companies.

NAME OF COMPANY.	EQUIVALENT NUMBER OF ANNUAL TICKETS.				RECEIPTS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	Total.	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	Total.
ENGLAND AND WALES.								
Barry (including leased and worked lines, for names of which see p. 45.)	55	129	751	935	247	530	2,195	2,972
Bilford, Western Rly and Appleton	—	—	1	1	—	—	3	3
Bishop's Castle	—	—	—	—	—	—	—	—
Blackpool and Fleetwood Tramroad	—	—	229	229	—	—	1,257	1,257
Breck and Mersey Tydd Junction	14	45	41	100	39	179	51	259
Brighton and Hatterdown Seashore	—	—	—	—	—	—	—	—
Bristol (Troward)	—	—	—	—	—	—	—	—
Cardigan (including leased and worked lines, for names of which see p. 45.)	58	49	345	452	800	440	1,578	2,618
Central London	—	—	—	—	—	—	—	—
Chorley, Limited	4	10	5	19	5	18	21	44
Cheshire Lines Committee (including leased and worked lines, for names of which see p. 45.)	4,532	—	16,464	16,730	22,278	—	31,418	53,696
City and South London	—	—	1,143	1,143	—	—	6,096	6,096
Clun and Worthington Junction	17	—	81	98	63	—	264	327
Coleman, Kew, and Peckham	43	97	178	288	256	194	655	1,075
Colne Valley and Huddersfield	29	—	43	72	61	—	117	178
Cornwall Light	28	—	265	293	367	—	995	1,362
Cornwall	—	—	63	63	—	—	161	161
Dorset and Dorchester (Joint Committee)	1	12	—	13	7	27	—	34
East Anglian	3	—	38	41	3	—	30	33
East and West Junction and Stratford-upon-Avon, Worcester, and Midland Junction Joint Committee	4	1	15	19	28	4	43	74
East London Joint Committee	77	460	65	682	530	1,322	738	1,590
Festiniog	9	3	260	272	12	19	1,424	1,455
Fifeshire	227	15	1,219	1,461	1,977	52	5,450	7,479
Glasgow and Kilmorye	—	—	25	25	—	—	28	28
Glyn Valley Tramway	—	—	5	5	—	—	4	4
Great Central (including leased and worked lines, for names of which see p. 45.)	2,948	—	13,356	15,664	15,892	—	39,885	54,967
Great Eastern (including leased and worked lines, for names of which see p. 45.)	4,174	30,930	4,536	45,640	110,167	305,710	59,274	365,151
Great Northern (including leased and worked lines, for names of which see p. 45.)	5,811	23,192	12,401	41,404	30,306	112,582	45,908	207,896
Great Western (including leased and worked lines, for names of which see p. 45.)	4,653	12,970	5,794	23,417	69,357	87,648	17,815	174,820
Hall, Barnsley and West Riding Junction Railway and Dock (including leased and worked lines, for names of which see p. 45.)	48	—	88	137	308	—	478	626
Isle of Thanet	—	—	—	—	—	—	—	—
Isle of Wight	10	166	31	207	149	651	362	962

APPENDIX A.—SEASON TICKETS—continued.

NAME OF COMPANY.	EQUIVALENT NUMBER OF ANNUAL TICKETS.				RECEIPTS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
ENGLAND AND WALES—continued.								
Ide of Wight Central	33	168	37	238	£ 579	£ 847	£ 198	£ 1,324
(Including issued and worked them, the number of which see p. 61.)								
Leamington Valley—Return for the year 1901	—	6	—	6	—	32	—	32
Leamington and Yorkshire	8,602	8,818	26,583	43,993	115,920	41,112	127,665	293,737
(Including issued and worked them, the number of which see p. 61.)								
Leamington, West Yorkshire, and East Coast	18	—	28	73	45	—	240	285
(Including issued and worked them, the number of which see p. 61.)								
Lee-on-the-Solent	—	—	1	1	—	—	1	1
Leicester and Lough	1	—	2	4	6	—	6	12
(Including issued and worked them, the number of which see p. 61.)								
Liverpool (Mersey)	—	—	—	—	—	—	—	—
Liverpool, St. Helens, and South Lancashire	—	—	96	96	—	—	29	76
London and North Western	9,990	14,738	31,510	66,238	185,736	68,184	166,737	390,657
(Including issued and worked them, the number of which see p. 61.)								
London and South Western	8,319	8,868	5,870	31,157	111,608	68,164	82,018	233,383
(Including issued and worked them, the number of which see p. 61.)								
London, Brighton, and South Coast	8,301	90,057	547	38,835	128,886	167,312	2,944	299,142
(Including issued and worked them, the number of which see p. 61.)								
London, Tilbury, and Southend	886	—	4,300	5,186	11,468	—	34,388	45,854
Lynton and Barnstaple	—	—	1	1	—	—	5	5
Manchester and Milford	81	—	185	266	136	—	207	387
Manchester, South Junction, and Altrincham	2	—	11	13	24	—	113	137
Maryport and Carlisle	1,643	988	4,941	7,572	12,027	5,950	22,173	40,150
Mersey	58	40	223	377	590	310	1,811	2,460
Methley Joint	779	498	307	1,584	3,074	1,550	784	4,008
Metropolitan	22	—	80	102	30	—	150	180
(Including issued and worked them, the number of which see p. 61.)	8,737	21,440	8,409	36,586	30,914	42,234	5,522	78,670
Metropolitan and Metropolitan District City Lines and Extensions	1,019	4,335	1,586	7,490	13,857	19,084	5,640	38,581
Milford	98	37	2	137	28	77	2	107
(Including issued and worked them, the number of which see p. 61.)	8,384	—	32,989	41,473	94,279	—	125,632	239,711
Milford and Great Northern Railway's Joint Committee	87	—	319	406	592	—	1,350	1,942
Milford and South Western Junction	7	25	32	64	100	100	326	526
(Including issued and worked them, the number of which see p. 61.)								
North and Eastern	7	5	1,369	1,371	39	23	1,926	2,035
Northampton and Banbury Junction	—	—	4	4	—	—	12	12
North and North-Western Junction	—	8	1	9	—	14	3	17
North Eastern	4,190	—	20,473	24,663	68,551	—	190,585	259,136
(Including issued and worked them, the number of which see p. 61.)								
North London	5,520	15,810	927	31,457	91,404	36,097	9,439	136,940
North Staffordshire	904	1,864	3,023	4,771	4,906	7,225	10,130	22,361
North Sunderland	1	2	—	3	2	—	—	4
North Wales and Liverpool Committee	26	—	118	144	140	—	246	390
North Wales (narrow gauge)	2	—	5	7	8	—	192*	200*
Oldham, Ashton-under-Lyne, and Guide Bridge Junction	251	138	826	1,195	399	65	1,486	1,977
Port Talbot Railway and Dock	—	—	1,020	1,020	—	—	1,064	1,064
Reading and Epsom	—	—	9	9	—	—	14	14
Reading and Swindon Bay	7	10	719	736	33	29	4,117	4,259
Rhymney	58	115	469	642	421	734	2,513	3,668
Seah Valley (Light)—Return for the year 1901	—	—	1	1	—	—	6	6

* Includes a receipt of date from a Quarry Company for settlement of a previous year's Quarrymen's tickets.

† The figures for the year 1901 are in £, s, d., and p.

APPENDIX A.—SEASON TICKETS—continued.

NAME OF COMPANY.	EQUIVALENT NUMBER OF ANNUAL TICKETS.				RECEIPTS.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	Total.	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	Total.
ENGLAND AND WALES—continued.								
Sheffield and Midland Committee	706	—	3,394	4,102	£ 1,739	—	£ 5,538	£ 7,277
Southern and District	82	—	581	663	£ 370	—	£ 594	£ 964
(Including leased and worked lines, for some of which see p. 55.)								
South-Eastern and Chatham Railway Company's Managing Committee	9,358	16,638	4,223	31,219	142,974	167,606	36,733	346,313
(Including leased and worked lines, for some of which see p. 56.)								
Southwold	1	—	6	7	£ 12	—	£ 14	£ 26
Taff Vale	374	808	3,306	4,488	£ 2,461	£ 3,865	£ 14,357	£ 20,683
(Including leased and worked lines, for some of which see p. 56.)								
Talylyn	—	—	—	—	—	—	—	—
Worcester, Gloucester and Hereford	—	9	—	9	—	£ 65	—	£ 65
Whitechapel and New for the period from 1st June to 31st December 1902 (a)	26	40	258	324	£ 83	£ 88	£ 385	£ 556
Wired	729	—	589	1,318	£ 4,377	—	£ 3,694	£ 8,071
Wrexham, Mold, and Chester's Quay	19	—	77	96	£ 42	—	£ 131	£ 173
(Including leased and worked lines, for some of which see p. 56.)								
TOTAL ENGLAND AND WALES	193,898	181,540	315,393	690,831	£ 1,210,185	£ 1,082,041	£ 1,900,455	£ 3,292,681
SCOTLAND.								
Caledonian	10,418	—	37,333	47,751	£ 60,698	—	£ 106,684	£ 167,382
(Including leased and worked lines, for some of which see p. 56.)								
Dornoch Light	—	—	1	1	—	—	£ 3	£ 3
Glasgow and South-Western	1,806	—	6,175	7,981	£ 24,456	—	£ 31,769	£ 56,225
(Including leased and worked lines, for some of which see p. 56.)								
Glasgow District Railway	—	—	—	—	—	—	—	—
Great North of Scotland	734	—	2,607	3,341	£ 6,580	—	£ 15,300	£ 21,880
Highland	368	—	3,136	3,504	£ 2,491	—	£ 4,041	£ 6,532
North British	7,921	—	11,582	19,503	£ 71,292	—	£ 83,294	£ 154,586
(Including leased and worked lines, for some of which see p. 56.)								
Portpatrick and Wigtownshire Joint Committee	44	—	364	408	£ 248	—	£ 364	£ 612
TOTAL SCOTLAND	26,171	—	51,499	77,670	£ 165,765	—	£ 233,699	£ 400,464

(a) The line was opened for public traffic on 1st June 1902.

APPENDIX A.—SEASON TICKETS—continued.

NAME OF COMPANY.	EQUIVALENT NUMBER OF ANNUAL TICKETS.				REVENUE.			
	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.	First Class.	Second Class.	Third Class (including Workmen's Weekly Tickets).	TOTAL.
IRELAND.								
Ballyvaughan	1	1	13	15	£ 7	£ 4	£ 29	£ 40
Belfast and County Down	553	1,576	—	2,129	4,660	10,344	—	15,004
Belfast and Northern Counties (including leased and worked lines, for names of which see p. 61.)	190	289	683	1,172	1,552	2,631	4,474	8,658
Cork and Macroom Direct	9	10	29	48	17	76	169	262
Cork, Rosson, and South Coast . .	3	49	107	159	28	180	345	553
Cork, Blackrock, and Passage (including leased and worked lines, for names of which see p. 61.)	196	—	130	326	800	—	623	1,423
Droghda	2	5	80	87	17	22	147	186
Dublin, Wicklow, and Wexford . .	517	1,176	—	1,693	7,149	9,639	—	16,788
Dundalk, Nenry, and Greenore . .	—	—	11	11	—	—	23	23
Great Northern of Ireland	598	3,945	253	4,803	3,174	8,838	2,263	14,275
Great Southern and Western of Ireland (including leased and worked lines, for names of which see p. 61.)	146	329	545	1,020	1,505	4,438	2,690	8,133
Larne and Ballyvaughan	1	—	2	3	—	—	19	22
Loughswilly and Lough Swilly . .	8	14	78	100	47	102	263	412
Midland Great Western of Ireland (including leased and worked lines, for names of which see p. 61.)	32	386	70	714	768	1,711	384	2,763
Sligo, Letterry, and Northern Counties .	1	23	55	79	8	50	66	124
Waterford and Tramore	64	—	13	77	494	—	77	571
TOTAL	2,946	8,325	1,737	12,008	24,451	28,023	11,908	74,382
LIGHT RAILWAYS.								
Blackrock and Nenry Tramway . .	—	15	—	15	—	22	—	22
Cornwall and Letterry, Limited . . .	6	—	17	23	24	—	47	71
Upper Valley Railway	1	—	2	4	9	—	5	14
Cork and Mallow Light, Limited . .	8	—	43	51	47	—	107	154
Dunaghegan Extension	—	—	6	6	—	—	12	12
Shill and Shillbreen Tramway and Light Railway	No Season Tickets issued.							
South Clare	4	—	5	9	25	—	31	46
Trillick and Courtenasherry Extension, and Ballinacorney and Trillick Extension	No Season Tickets issued.							
Trillick and Dingle	1	—	17	18	10	—	22	32
West Clare	3	—	8	11	9	—	25	34
TOTAL IRELAND	2,987	8,340	1,831	12,158	24,565	28,073	12,027	74,665
TOTAL UNITED KINGDOM	120,184	193,880	276,766	690,830	1,387,405	1,100,130	1,216,161	3,703,736

APPENDIX B. LENGTH OF LINE IN 1930, 1961 AND 1992

Length of Line (Geographical) open on 31st December, 1900, 1901 and 1902, giving the number of miles of Single, Double, Treble, and Quadruple, or more Lines of Rails, as returned by the several Companies working Railways in the United Kingdom (exclusive of sidings).

[illegible]

APPENDIX B.—LENGTH OF LINE IN 1900, 1901 AND 1902—continued

[illegible]

NOTE.—In the above statement all words shown as are issued, or worked, by other Companies are indicated under the heading of the following Company's work or machine (shown).

APPENDIX C.—EXPENDITURE of the under-mentioned RAILWAY COMPANIES in the years 1897 to 1902,
CARRIAGES and WAGGONS,
(Compiled from the Statutory Half-yearly

Year.	Colchester	Great Central	Great Eastern	Great Northern	Great Western	Leamington and Yorkshire	London and North Western	London and South Western
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A.—FOR

IN MAINTENANCE AND

1897	£12,373	£4,790	£12,287	£15,153	£60,698	£3,387	£86,022	£43,578
1898	126,100	54,500	12,980	144,141	215,700	34,954	175,074	145,032
1899	110,704	48,492	187,475	141,227	207,584	37,840	171,546	150,508
1900	142,612	54,040	184,504	147,005	213,294	36,513	166,279	157,188
1901	154,819	60,148	186,120	141,897	217,227	36,780	160,477	159,169
1902	161,105	60,375	186,375	144,715	225,435	36,790	167,102	161,022

IN WAGGONS

1897	£24,125	£80,086	£22,546	£39,000	£59,325	£10,360	£24,748	£27,369
1898	242,979	115,584	146,461	150,114	204,700	24,529	707,023	214,122
1899	211,247	101,078	100,584	105,815	140,710	23,014	136,796	211,847
1900	224,763	105,129	127,252	127,617	157,252	20,054	113,115	213,847
1901	254,475	101,568	130,181	135,849	160,873	20,520	100,000	241,475
1902	254,432	101,414	125,006	134,777	167,421	20,030	101,300	236,250

IN REPAIRS AND

1897	£6,322	£10,140	£26,032	£15,016	£38,750	£12,118	£66,515	£6,922
1898	50,011	112,882	161,411	115,016	148,000	118,000	116,540	75,007
1899	61,415	120,880	161,640	140,000	118,000	111,000	116,540	65,000
1900	117,707	150,284	155,628	127,217	155,493	117,304	116,540	65,000
1901	70,475	147,802	151,581	125,075	141,795	116,000	116,540	65,000
1902	69,422	145,000	145,245	124,000	145,420	116,000	116,540	65,000

IN REPAIRS AND REPAIRS

1897	£7,794	£8,178	£11,887	£25,215	£66,640	£16,100	£22,747	£1,300
1898	10,791	10,122	126,218	126,630	125,586	140,000	125,000	10,000
1899	11,150	14,000	126,000	126,000	125,750	140,000	125,000	10,000
1900	13,417	16,107	140,107	125,000	125,000	140,000	125,000	10,000
1901	13,700	16,625	140,580	125,000	125,000	140,000	125,000	10,000
1902	13,000	16,585	140,580	125,000	125,000	140,000	125,000	10,000

IN TRAFFIC

1897	£57,467	£47,486	£50,787	£66,054	£141,000	£65,400	£1,901,125	£41,000
1898	107,118	107,118	107,118	107,118	107,118	107,118	107,118	107,118
1899	107,118	107,118	107,118	107,118	107,118	107,118	107,118	107,118
1900	107,118	107,118	107,118	107,118	107,118	107,118	107,118	107,118
1901	107,118	107,118	107,118	107,118	107,118	107,118	107,118	107,118
1902	107,118	107,118	107,118	107,118	107,118	107,118	107,118	107,118

* Including * salaries and

B.—FOR

MATERIALS FOR MAINTENANCE AND

1897	£1,182	£5,712	£12,794	£1,790	£17,000	£1,000	£16,000	£1,000
1898	17,118	17,118	17,118	17,118	17,118	17,118	17,118	17,118
1899	17,118	17,118	17,118	17,118	17,118	17,118	17,118	17,118
1900	17,118	17,118	17,118	17,118	17,118	17,118	17,118	17,118
1901	17,118	17,118	17,118	17,118	17,118	17,118	17,118	17,118
1902	17,118	17,118	17,118	17,118	17,118	17,118	17,118	17,118

COAL AND CARRIAGE

1897	£11,215	£10,145	£10,000	£10,000	£10,000	£10,000	£10,000	£10,000
1898	107,118	107,118	107,118	107,118	107,118	107,118	107,118	107,118
1899	107,118	107,118	107,118	107,118	107,118	107,118	107,118	107,118
1900	107,118	107,118	107,118	107,118	107,118	107,118	107,118	107,118
1901	107,118	107,118	107,118	107,118	107,118	107,118	107,118	107,118
1902	107,118	107,118	107,118	107,118	107,118	107,118	107,118	107,118

MATERIALS FOR REPAIRS AND

1897	£1,182	£5,712	£12,794	£1,790	£17,000	£1,000	£16,000	£1,000
1898	17,118	17,118	17,118	17,118	17,118	17,118	17,118	17,118
1899	17,118	17,118	17,118	17,118	17,118	17,118	17,118	17,118
1900	17,118	17,118	17,118	17,118	17,118	17,118	17,118	17,118
1901	17,118	17,118	17,118	17,118	17,118	17,118	17,118	17,118
1902	17,118	17,118	17,118	17,118	17,118	17,118	17,118	17,118

MATERIALS FOR REPAIRS AND REPAIRS

1897	£11,215	£10,145	£10,000	£10,000	£10,000	£10,000	£10,000	£10,000
1898	107,118	107,118	107,118	107,118	107,118	107,118	107,118	107,118
1899	107,118	107,118	107,118	107,118	107,118	107,118	107,118	107,118
1900	107,118	107,118	107,118	107,118	107,118	107,118	107,118	107,118
1901	107,118	107,118	107,118	107,118	107,118	107,118	107,118	107,118
1902	107,118	107,118	107,118	107,118	107,118	107,118	107,118	107,118

† Foot.

ON WAGES AND MATERIALS IN THE PERMANENT WAY, LOCOMOTIVE, REPAIR, AND RENEWAL OF AND TRAFFIC DEPARTMENTS.

Accounts of the Companies named.)

London, Brighton, and South Coast.	London, Chatham, and Dover.	South Eastern.	Midland.	North British.	North Eastern.	Tot Totals.	Total.	Year.
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WAGES.

RENEWAL OF PERMANENT WAY.

£	£	£	£	£	£	£	£	
71,208	55,000	65,000	200,104	149,000	122,704	77,204	8,199,153	1897
55,140	54,000	64,000	271,545	147,302	104,786	34,649	2,173,907	1898
55,140			285,494	280,207	105,450	25,025	3,122,775	1899
55,140	100,714	110,000	261,800	241,000	124,140	25,000	3,485,304	1900
55,140	110,000	110,000	254,870	212,270	104,000	25,000	3,454,472	1901
55,140	110,000	110,000	254,870	212,270	104,000	25,000	3,454,472	1902

LOCOMOTIVE EXPENDITURE.

£	£	£	£	£	£	£	£	
125,000	14,000	110,000	701,000	302,044	474,470	54,200	4,406,104	1897
125,000	14,000	110,000	701,000	302,044	474,470	54,200	4,406,104	1898
125,000	14,000	110,000	701,000	302,044	474,470	54,200	4,406,104	1899
125,000	14,000	110,000	701,000	302,044	474,470	54,200	4,406,104	1900
125,000	14,000	110,000	701,000	302,044	474,470	54,200	4,406,104	1901
125,000	14,000	110,000	701,000	302,044	474,470	54,200	4,406,104	1902

REPAIRS OF ENGINES.

£	£	£	£	£	£	£	£	
45,000	25,000	50,000	204,700	85,000	103,700	14,200	1,404,328	1897
45,000	25,000	50,000	204,700	85,000	103,700	14,200	1,404,328	1898
45,000	25,000	50,000	204,700	85,000	103,700	14,200	1,404,328	1899
45,000	25,000	50,000	204,700	85,000	103,700	14,200	1,404,328	1900
45,000	25,000	50,000	204,700	85,000	103,700	14,200	1,404,328	1901
45,000	25,000	50,000	204,700	85,000	103,700	14,200	1,404,328	1902

OF CARRIAGES AND WAGGONS.

£	£	£	£	£	£	£	£	
55,000	25,000	45,000	341,070	12,000	111,000	1,000	1,549,302	1897
55,000	25,000	45,000	341,070	12,000	111,000	1,000	1,549,302	1898
55,000	25,000	45,000	341,070	12,000	111,000	1,000	1,549,302	1899
55,000	25,000	45,000	341,070	12,000	111,000	1,000	1,549,302	1900
55,000	25,000	45,000	341,070	12,000	111,000	1,000	1,549,302	1901
55,000	25,000	45,000	341,070	12,000	111,000	1,000	1,549,302	1902

REPAIRS.*

£	£	£	£	£	£	£	£	
294,500	170,000	120,500	1,405,000	470,100	1,150,400	40,000	12,000,000	1897
307,000	170,000	120,500	1,405,000	470,100	1,150,400	40,000	12,000,000	1898
307,000	170,000	120,500	1,405,000	470,100	1,150,400	40,000	12,000,000	1899
307,000	170,000	120,500	1,405,000	470,100	1,150,400	40,000	12,000,000	1900
307,000	170,000	120,500	1,405,000	470,100	1,150,400	40,000	12,000,000	1901
307,000	170,000	120,500	1,405,000	470,100	1,150,400	40,000	12,000,000	1902

wages, &c.* and clothing.

* Repairs only.

MATERIALS.

RENEWAL OF PERMANENT WAY.

£	£	£	£	£	£	£	£	
54,000	25,000	45,000	172,504	20,000	110,000	12,000	1,404,328	1897
54,000	25,000	45,000	172,504	20,000	110,000	12,000	1,404,328	1898
54,000	25,000	45,000	172,504	20,000	110,000	12,000	1,404,328	1899
54,000	25,000	45,000	172,504	20,000	110,000	12,000	1,404,328	1900
54,000	25,000	45,000	172,504	20,000	110,000	12,000	1,404,328	1901
54,000	25,000	45,000	172,504	20,000	110,000	12,000	1,404,328	1902

LOCOMOTIVE EXPENDITURE.

£	£	£	£	£	£	£	£	
125,000	14,000	110,000	701,000	302,044	474,470	54,200	4,406,104	1897
125,000	14,000	110,000	701,000	302,044	474,470	54,200	4,406,104	1898
125,000	14,000	110,000	701,000	302,044	474,470	54,200	4,406,104	1899
125,000	14,000	110,000	701,000	302,044	474,470	54,200	4,406,104	1900
125,000	14,000	110,000	701,000	302,044	474,470	54,200	4,406,104	1901
125,000	14,000	110,000	701,000	302,044	474,470	54,200	4,406,104	1902

REPAIRS OF ENGINES.

£	£	£	£	£	£	£	£	
45,000	25,000	50,000	204,700	85,000	103,700	14,200	1,404,328	1897
45,000	25,000	50,000	204,700	85,000	103,700	14,200	1,404,328	1898
45,000	25,000	50,000	204,700	85,000	103,700	14,200	1,404,328	1899
45,000	25,000	50,000	204,700	85,000	103,700	14,200	1,404,328	1900
45,000	25,000	50,000	204,700	85,000	103,700	14,200	1,404,328	1901
45,000	25,000	50,000	204,700	85,000	103,700	14,200	1,404,328	1902

OF CARRIAGES AND WAGGONS.

£	£	£	£	£	£	£	£	
55,000	25,000	45,000	341,070	12,000	111,000	1,000	1,549,302	1897
55,000	25,000	45,000	341,070	12,000	111,000	1,000	1,549,302	1898
55,000	25,000	45,000	341,070	12,000	111,000	1,000	1,549,302	1899
55,000	25,000	45,000	341,070	12,000	111,000	1,000	1,549,302	1900
55,000	25,000	45,000	341,070	12,000	111,000	1,000	1,549,302	1901
55,000	25,000	45,000	341,070	12,000	111,000	1,000	1,549,302	1902

* Repairs only.

APPENDIX D.

RAILWAYS AUTHORISED UNDER THE LIGHT RAILWAYS (IRELAND) ACT, 1889, THE RAILWAYS (IRELAND) ACT, 1890, THE TRANSFER OF RAILWAYS (IRELAND) ACT, 1890, AND THE RAILWAYS (IRELAND) ACT, 1896.

LENGTH of RAILWAYS authorised under the Light Railways (Ireland) Act, 1889, the Railways (Ireland) Act, 1890, the Transfer of Railways (Ireland) Act, 1890, and the Railways (Ireland) Act, 1896; also the names of the Companies by which such lines are worked or are to be worked.

Name of Railway.	Length of Line.	Working Railway Company.
Achill Extension - - - - -	Miles. 8½	Midland Great Western of Ireland.
Ballina and Killybegs - - - - -	8	Midland Great Western of Ireland.
Baltimore and Skibbereen - - - - -	7½	Cork, Brandon, and South Coast.
Bantry Bay Extension - - - - -	2	Cork, Brandon, and South Coast.
Buxacra and Cardonagh - - - - -	18½	Londonderry and Lough Swilly.
Claremorris and Swinford - - - - -	17½	Great Southern and Western of Ireland.
Collooney and Swinford - - - - -	29½	Great Southern and Western of Ireland.
Donagel and Killybegs - - - - -	19	Donagel.
Downpatrick, Killybegs, and Ardglass - - - - -	8	Belfast and County Down.
Galway and Clifden - - - - -	46	Midland Great Western of Ireland.
Headford and Keshmarr - - - - -	18½	Great Southern and Western of Ireland.
Killybegs and Valentia - - - - -	26½	Great Southern and Western of Ireland.
Lettistown and Burtownport - - - - -	49½	Londonderry and Lough Swilly.
Stranorlar and Glenties - - - - -	24½	Donagel.
Westport and Mallacross - - - - -	18	Midland Great Western of Ireland.

APPENDIX E.

NEW COMPANIES—1902.

NEW RAILWAY COMPANIES INCORPORATED UNDER ACTS OF PARLIAMENT IN THE YEAR.

Clay Cross.

Edgware and Hampstead.

North and South Shields Electric.

Nottingham and Retford.

NEW RAILWAY COMPANIES INCORPORATED BY ORDERS UNDER THE LIGHT RAILWAYS ACT, 1896, AND SUBJECT TO THE PROVISIONS OF SECTIONS 9 AND 10 OF THE REGULATION OF RAILWAYS ACT, 1871.

Deanhead.

Derwent Valley.

Holmfild and Southowram.

Lyndhurst.

Orpington, Cudham and Tatsfield.

Cromarty and Dingwall.

APPENDIX F.

AMALGAMATIONS, ABANDONMENTS, &c.—1902.

AMALGAMATIONS OF RAILWAY COMPANIES UNDER ACTS OF PARLIAMENT PASSED IN THE YEAR.

Aberdare...	...	...	Amalgamated with the Taff Vale under Act 2 Edw. VII., c. 140.
Brynmawr and Western Valleys	...	...	Powers transferred to the Great Western and London and North Western jointly under Act 2 Edw. VII., c. 127.
Geole and Marshland Light	...	...	Vested in Lancashire and Yorkshire and North Eastern under Act 2 Edw. VII., c. 168.
Great Northern and Strand	...	...	Powers transferred to the Brompton and Piccadilly Circuits (now the Great Northern, Piccadilly and Brompton) under Act 2 Edward VII., c. 235.
Isle of Axholme...	...	...	Vested in the Lancashire and Yorkshire and North Eastern under Act 2 Edw. VII., c. 168.
Northern and Eastern	...	...	Undertaking sold to the Great Eastern under Act 2 Edw. VII., c. 32.
Shireoaks, Loughton and Makhay	...	...	Powers transferred to the Great Central and Midland under Act 2 Edw. VII., c. 130.
Sutton and Willoughby...	...	...	Vested in the Great Northern under Act 2 Edw. VII., c. 112.
Tottenham and Hampstead Junction	...	...	Vested in the Great Eastern and Midland under Act 2 Edw. VII., c. 151.
Kilmarnock and Troon*	...	...	Vested in the Glasgow and South Western under Act 62 and 63 Vict., c. 227.
Lochearnhead, St. Fillans and Comrie...	...	...	Vested in the Caledonian under Act 2 Edward VII., c. 146.
Paisley and Barrhead	...	...	Vested in the Caledonian under Act 2 Edw. VII., c. 146.
Limerick and Kerry†	...	...	Vested in the Great Southern and Western under Act 1 Edw. VII., c. 208.
Bathkeale and Newcastle Junction†	...	...

* Under Act passed in 1899. Purchase completed on 1st August, 1902.

† Under Act passed in 1901. Vested from the 1st January, 1902.

LINES OF RAILWAY PREVIOUSLY AUTHORIZED WHICH WERE ABANDONED UNDER ACTS OF PARLIAMENT PASSED IN THE YEAR 1902.

Bexhill and Rotherfield (under Act 2 Edw. VII., c. 260).

Lincoln and East Coast (under Act 2 Edw. VII., c. 3).

LAPSED LINES.

The following lines have now been omitted from the Returns, the powers to construct them having lapsed during the year :—

Thimborough and Bridlington (powers lapsed on 31st October, 1902).

Watford, Edgware and London (powers lapsed on 6th August, 1902).

Newburgh and North Pife (powers lapsed on 6th August, 1902).

The following lines, authorised partly as Tramways and partly as Light Railways, are included in the Tramway Returns, and have been consequently omitted from the present statement :—

Potteries Light (Potteries Electric Traction Company).

West Hartlepool Light (Hartlepool Electric Tramways Company).

NAMES CHANGED UNDER ACTS OF PARLIAMENT PASSED IN THE YEAR 1902.

Brompton and Piccadilly Circuits :—Name changed to Great Northern, Piccadilly and Brompton, under Act 2 Edw. VII., c. 235.

Kingscourt, Keady and Armagh :—Name changed to Castleblaney, Keady and Armagh, under Act 2 Edw. VII., c. 105.